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First Guided Missile Destroyer on trials

SEASLUG FIRED

HM.S. Devonshire, first of the Royal Navy's guided missile destroyers, is now under going trials and the picture shows her at speed off the West Coast of Scotland.

During the trials tests of the Seaslug control system were carried out and missiles were fired. Very thorough tests of the missile itself were carried out in H.M.S. Girdle Ness.

The Seaslug is the main armament of the County class of destroyers. These large destroyers (6,200 tons full-load displacement) have three main roles: (1) escort duties with a task group, (2) operations as part of a task unit with ability to bombard, and (3) in view of their considerable endurance they are useful for police duties in peace-time in any part of the world.

Many of the deck installations are under cover, and with their clean lines the "washing down" after an attack by nuclear weapons is facilitated.

The Seaslug surface-to-air guided missile is fired from a launching platform which is situated on the quarter-deck and can be fired at any angle round the ship. Long-range targets detected by radar are "locked-on" automatically.

H.M.S. Devonshire is expected to join the Fleet later in this year, to be followed shortly afterwards by H.M.S. Hampshire. Two others, the Kent and the London, are expected to commence their trials next year. Two more, as yet not named, were approved in the 1961-62 Navy estimates.

The builders of H.M.S. Devonshire were Messrs. Cammell Laird and Co. Ltd., of Birkenhead.



H.M.S. Devonshire, first of the Royal Navy's guided missile destroyers, showing her paces while on speed trials off the west coast of Scotland.

FRONT LINE AVIATOR ADMIRAL OF FLEET

IT was announced on May 23 that the First Sea Lord and Chief of Naval Staff, Admiral Sir Caspar John, G.C.B. was to be promoted to Admiral of the Fleet from that date.

The new Admiral of the Fleet was born in 1903 and entered the Royal Naval College, Dartmouth, in September, 1916. An aviation specialist, he qualified as a pilot in 1926 and served for some years with dual Royal Navy and Royal Air Force rank in the Fleet Air Arm before promotion to commander in 1936.

For the first 18 months of the Second World War, Sir Caspar was Executive Officer of H.M.S. York, being Mentioned in Despatches for his services. After appointments at Home and in Washington, he took command of H.M.S. Pretoria Castle in October, 1944, and in 1945 commanded H.M.S. Ocean.

Sir Caspar was promoted to rear-

admiral in January, 1951, after serving in command of R.N. Air Station, Lossiemouth, and in the Admiralty. His first flag appointment was in command of the Third Aircraft Squadron, and in 1952 he became Chief of Naval Air Equipment. He was promoted to vice-admiral in March, 1954, and became Flag Officer Air (Home) in June, 1955. In January, 1957, he was promoted to admiral and four months later became a Lord Commissioner of the Admiralty and Vice-Chief of Naval Staff. He was appointed First Sea Lord and Chief of Naval Staff in May, 1960.

Admiral of the Fleet Sir Caspar John was created a C.B. in 1952, K.C.B. in 1956 and G.C.B. in 1960.

The Flag Officer Air (Home) on behalf of the Fleet Air Arm sent a signal to the First Sea Lord congratulating him as the "first front-line aviator to be promoted to Admiral of the Fleet."

MIDNIGHT RESCUE

WHEN Mrs. Dorothy Stiles, of Gosport, was alighting from the ferry near midnight on Tuesday, May 22, she fell into the water between the ferry and the pontoon on the Gosport side.

Without hesitation, Radio Electrician's Mate David Chirgwin, of H.M.S. Heron, who, at that time was on course in H.M.S. Ariel, dived into the narrow gap and kept Mrs. Stiles afloat until his companions, Naval Airman Eric Still and John Pannett managed to pull her out of the water. The crew of the ferry pulled R.E.M. Chirgwin on to the jetty.

The gallant rescuer and Mrs. Stiles were taken to a local tavern, where R.E.M. Chirgwin was given a hot drink and dry clothes. Mrs. Stiles insisted on going to her own home, where, after a night's sleep, she said that apart from a bump on the head and the loss of her handbag and its contents, she was little the worse for her ordeal.

R.E.M. Chirgwin reported that he had been swimming since he was about four years old, and that when he saw the lady go into the water he plunged straight in without thinking.

The Flag Officer Air (Home) in a Special Order of the Day has congratulated R. E. M. Chirgwin on his achievement.

Navy to cut connection with Donibristle

BY the end of this year the Royal Navy's long association with Donibristle will be severed, for, in accordance with the policy of streamlining the Navy's shore support announced in 1958, H.M.S. Cochrane, the Royal Naval Barracks, Donibristle, will be closed and the whole area will be free for disposal.

It was expected that the personnel of H.M.S. Cochrane would be transferred to temporary shore accommodation at Port Edgar early in 1961 until permanent centralised naval accommodation became available at Rosyth, but it has now been decided to use ships berthed at Rosyth for this temporary accommodation.

The tasks of H.M.S. Cochrane will be transferred in late November this year to the two depot ships, H.M.S. Duncansby Head and H.M.S. Girdle Ness and, in December, the naval accommodation at Donibristle will close and the ships will recommission as H.M.S. Cochrane.

USE FOR GIRDLE NESS

Every effort will be made to find alternative Admiralty employment for the 50 hired industrial employees displaced. The clerical, typing and established industrial staff will be found alternative posts in the Rosyth area.

In a few years time, H.M.S. Cochrane will be transferred to modern accommodation to be constructed adjacent to Rosyth Dockyard.

Protector ends seventh Antarctic season

HM.S. Protector (Capt. R. Graham, M.V.O., D.S.C., R.N.) returned from her seventh successive season in the Antarctic on May 22. She will recommission again this month and, in the autumn, will sail again to her task in Antarctica.

The day after the ship's arrival at Portsmouth, Vice-Admiral D. P. Dreyer, Flag Officer Air (Home) presented the Boyd Trophy, the Fleet Air Arm's premier award for flying efficiency, to the ship.

The last season, which started on October 19, 1962, has been marked by a diversity of activities and significant achievement.

The visits paid to South American ports have done much to improve Anglo-South American relations.

The ship's two Whirlwind helicopters have operated in almost all conditions of weather in the Antarctic, assisting surveyors and scientists in tasks which often have been utterly impossible by any other means.

MOUNTAIN CLIMBED

The Royal Marine detachment has been exercised in climbing, rescue work and general acclimatisation to extremely cold conditions. A small team, supported by the detachment, climbed an 8,000 ft. Antarctic peak which had previously resisted all attempts at conquest.

The ship's divers have given assistance and effected repairs to other ships, sometimes in temperatures around freezing point.

During the season the ship took the Governor of the Falkland Islands, Sir

Edwin Arrowsmith, K.C.M.G., to all the British Antarctic bases in the Grahamland area—the first time this has ever been achieved. With the Captain, the Governor also flew to Fossil Bluff, the southernmost British base in the region.

CARPET OF PUMICE

Protector visited the South Sandwich Islands and a new volcanic crater was discovered on one of the islands by the ship's helicopter. The immediate after effects of a submarine volcanic eruption were observed, the ship sailing through a large carpet of pumice.

It was not all work, however. The ship's company took advantage of the opportunities for ski-ing, shooting, riding, fishing and outward-bound expeditions. The yachtsmen, not content with conventional cruising and racing, sailed the ship's whaler round Cape Horn and also on a tour of the icebergs inside the Antarctic Circle.

Two men of this particular commission will have reason to remember it with special significance. Radio Electrical Mechanic John Stewart was married in the Falkland Islands and Leading Stores Assistant (V) Frank Mullin was married at Capetown. Both met the ladies of their choice for the first time during the previous season in the ship.

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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.).
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

HE must have been a brave man who, according to a Sunday newspaper, told the First Sea Lord the Admiral of the Fleet Sir Caspar John, that he had got only a rotten little Navy, but how right was the Admiral to say how proud he was of the Royal Navy with its four-dimensional potentials—the ability to fight on the sea, on the land, in the air and under the sea.

Naturally the First Sea Lord would like a larger Navy—who wouldn't?—but astronomical costs of building the present day ship preclude the Royal Navy being the largest in the world. It still is, however, the best.

Ship for ship and man for man—and let us not forget that in the last analysis, it is the man that counts—the Royal Navy is a match for any other Navy.

It can take its place as part of the North Atlantic Treaty Organisation—and of this organisation only the United States with its vast resources of men and money has a larger stake in this collective defence system.

Royal Naval ships, spread over all the waters of the globe North to South and East to West, play a great part in making friends and being "on hand" when ships and places are in trouble.

Look at what this "rotten" little navy has done in the past few months to maintain world peace, and assistance when the forces of nature have caused destruction—Kuwait, British Honduras, British Guiana—to say nothing of individual ships in distress.

For centuries the Royal Navy has been "The security for such as pass on the sea upon their lawful occasions" and the First Sea Lord has every reason to be mighty proud of his—and our—"rotten" little Navy.

Survey off mouth of Firth of Forth

DURING the month of May the Royal Navy survey ship, H.M.S. Scott, has been surveying a large area off the mouth of the Firth of Forth. With her Decca echo sounding equipment she is covering an area of over 250 square miles. When she has completed this task she is to test some new survey aids for the Admiralty and then she will come into Rosyth Dockyard for Navy Days on June 9 and 10.

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WHERE ARE U-BOAT ENSIGNS?

(From Capt. Lord Amphill, C.B.E., R.N. (ret.))

SIR.—In November, 1918 I was serving in H.M. Submarine E.29 (Lieut. A. M. Carrie in command). In common with other boats of the 9th Submarine Flotilla based at Harwich we had to provide Prize Crews to take over the U-Boats as they arrived off Harwich to surrender.

E.29's prize crew took over seven or eight U-Boats and from one of these, U.B.93 I collected a German Imperial Ensign, also her "Jack," which the U-Boat crew had doctored with paint to make it resemble the German Commercial ensign.

In 1939 I presented these two trophies to H.M.S. Maidstone, who was then at Malta just prior to the start of Second World War.

In one of your recent issues I read of the Submarine Service Museum which is being started at Blockhouse and I thought that these German Ensigns might make a suitable exhibit.

Although the staff of Flag Officer Submarines have made enquiries no trace can be found of these relics.

I write in the hopes that one of your readers may be able to provide

information as to where they are. Perhaps they were landed at Malta in September, 1939.—Yours, etc., AMPHILL, London.

LETTERS

THEY CALLED IT ACCIDENT

SIR.—I have noted the interest aroused among readers by your mention in "Navy News" of my book *They Called it Accident*.

This is a detailed account of what actually happened on board H.M. Ships Bulwark, Natal and Vanguard when these ill-fated vessels blew up during the First World War. Since I was also granted access to official Admiralty archives relating to these three disasters the account is authentic. The book was published by William Kimber at 25s. in September, 1961, and is available in most libraries.

Perhaps I ought to add that I served for nearly 30 years in the Royal Navy, and was always intrigued by the legends which had grown up around the loss of these ships, especially the Natal.—Yours, etc., A. CECIL HAMPSHIRE, Ruislip.

Gunfire drove reindeer frantic

SIR.—Sad to read in your May issue that H.M.S. Belfast has made her last voyage and is to join the Fleet Reserve.

I wonder if any of your readers can tell me whether the wardrobe is still adorned with a mounted pair of reindeer antlers and, if not, what has happened to them?

The antlers were a valued trophy of the Scharnhorst action fought in the Arctic on December 26, 1943. The story begins with H.M.S. Kent, which had obtained a male reindeer from the Russians during one of the Murmansk runs, requesting H.M.S. Belfast on her next visit to Russia to obtain a female reindeer as a companion for theirs. By an unfortunate error the Russians supplied (together with a load of moss) another male. One does not look gift reindeers in the mouth, however, so it was duly embarked and installed in one of the empty Walrus hangars.

On the return voyage, however, H.M.S. Belfast, in company with H.M.S. Norfolk and H.M.S. Sheffield engaged and helped to sink the Scharnhorst which was attempting to attack an outward-bound convoy. The gunfire drove the reindeer (Rudolf) frantic and the gunner had to dispatch it with

a bullet through the skull. It was our only casualty.

During the remainder of the commission the antlers were a source of much pride. They meant as much to us as did the old Glasgow's pig (Dennis) rescued from the Dresden when she was hunted down after the 1914 Battle of the Falklands (in which, incidentally, the previous Scharnhorst was sunk).—Yours, etc., W. P. BROOKE SMITH, Tiverton.

(Information has been received from H.M.S. Belfast that there are no reindeer antlers on board. The old records of trophies are being searched in the hope that the disposal of Rudolf's adornments can be traced.—Editor.)

ARGENTINE ORDER SHELVED

AS part of the Argentine Government's scheme to modernise its navy, 10 warships were to have been built in Great Britain, two Leander Class frigates in the Isle of Wight, two more at Yarrow and six minesweepers at Southampton.

The order would have been in the region of £25,000,000, but because of its present financial position, the Argentine Government has shelved the contract "for the time being."

DRAFTING FORECAST—YOUR NEXT SHIP

- Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.
- (ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.
- (iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.
- (iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; and (E)—Cooks (S) and Stewards only.

SUBMARINE COMMAND

- H.M.S. Turpin, early June, at Portsmouth for service with Fifth S/M Division, Malta.
- H.M.S. Aeneas, June, at Portsmouth for service with Second S/M Squadron, Plymouth.
- H.M.S. Olympus, June 15, at Barrow for service with Third S/M Squadron, Faslane.

GENERAL

- H.M.S. Chilcompton, May 31 at Northam for Foreign Service (Middle East). (E)
- H.M.S. Meon, June 1, at Malta for Foreign Service (Middle East). Amphibious Warfare Squadron. (B)
- H.M.S. Redoubt, June 1, at Bahrain for Foreign Service (Middle East). Amphibious Warfare Squadron. (E)
- H.M.S. Protector, June 14, at Portsmouth for General Service Commission. Falkland Islands and Antarctic F.I.D. (24 months). U.K. Base Port, Portsmouth
- H.M.S. Appleton, June 14 at Northam for Foreign Service (Middle East). Tentative date. (E)
- H.M.S. Owen, June 19, at Devonport for General Service Commission Indian Ocean (24 months). U.K. Base Port, Devonport. (C)
- H.M.S. Protector's Whirlwind, June 25, at R.N. Air Station, Lee-on-Solent, for General Service Commission.
- H.M.S. Ashanti, July. Change classification of service. 9th Frigate Squadron. General Service Commission. Home/Middle East (16 months). U.K. Base Port, Devonport. (B)
- 801 Squadron, July 17, at R.N. Air Station, Lossiemouth, for General Service Commission. For Ark Royal, Buccaneer.
- 809 Squadron, July 17, at R.N. Air Station, Lossiemouth. Strike H.Q. Squadron. Buccaneer
- H.M.S. Albion, July 17, at Portsmouth for Home Sea Service/Foreign Service, U.K. Base Port, Portsmouth.
- H.M.S. Lion, July 31, at Devonport for General Service Commission (24 months). U.K. Base Port, Devonport.
- H.M.S. Cavendish, end July, at Gibraltar with Trials Crew. Commissions end August at Gibraltar for General Service Commission (24 months). 5th Destroyer Squadron. U.K. Base Port, Rosyth
- H.M.S. Torquay, August 9, at Portsmouth for trials. Commissions for

Home Sea Service, September 4, 17th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Tartar, August 16, at Devonport, for trials. Commissions, February for Home Sea Service. Commissions February 12 for General Service Commission. Home/Middle East (18 months). 9th Frigate Squadron. U.K. Base Port, Devonport. Tentative dates. (B)

H.M.S. Salisbury, August 16, at Devonport for Trials. Commissions September 27 at Devonport for Home Sea Service. 4th Frigate Squadron. Transfers to General Service Commission. Home/East of Suez (24 months) November. U.K. Base Port, Portsmouth.

H.M.S. Highburton, August, at Chatham for Home Sea Service. Crew ex Clarbeston. 50th M/S Squadron. U.K. Base Port, Portland.

H.M.S. Parapet, September 1, at Bahrain for Foreign Service (Middle East). For Amphibious Warfare Squadron. (E)

H.M.S. Cook, September 3, at Singapore, for Foreign Service (Far East/Pacific). (A)

H.M.S. Dainty, early September, at Portsmouth. Increase from C. and M. Party to L.R.P. programme.

H.M.S. Tenby, September 11, at Chatham for trials. Commissions mid-November at Chatham for Home Sea Service. 17th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Londonderry, September 12 at Portsmouth for General Service Commission. Home/West Indies (24 months). 8th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Pellew, September 20, at Rosyth for trials. Commissions for Home Sea Service November 15 for 2nd Frigate Squadron. U.K. Base, Portsmouth.

H.M.S. Cambrian, September 24, at Devonport for trials. Commissions at Devonport, January 1.

H.M.S. Repton, September (Tentative date), at Chatham for Home Sea Service. Vernon M/S Squadron vice Beachampton. U.K. Base Port, Portsmouth.

H.M.S. Delight, September, at Rosyth. Increase from C. & M. party to L.R.P. complement

H.M.S. Caesar, October 1, at Singapore, for Foreign Service (Far East). 8th Destroyer Squadron. (A)

H.M.S. Loch Lomond, October 8, at Singapore for Foreign Service (Far

East). 3rd Frigate Squadron. Tentative date. (A)

H.M.S. Nubian, October 9, at Portsmouth for Home Sea Service. General Service Commission. December 5, Home/Middle East (18 months). Ninth Frigate Squadron. U.K. Base Port, Portsmouth. (B)

H.M.S. Lincoln, October 15, at Singapore for Foreign Service (Far East). 3rd Frigate Squadron. Tentative date. (A)

H.M.S. Striker, November 15, at Gibraltar, for Foreign Service (Middle East). Amphibious Warfare Squadron. (B)

H.M.S. Grafton, mid-November, at Chatham. L.R.P. complement.

H.M.S. Leopard, November 22 at Portsmouth for General Service Commission. South America and South Atlantic/Home (24 months). 7th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Ilmington, November, at Hythe, for Home Sea Service. 50th M/S Squadron, vice Kirkliston.

H.M.S. Duchess, December, at Portsmouth. U.K. Base Port, Portsmouth

H.M.S. Decoy, December, at Devonport for General Service Commission (24 months). U.K. Base Port, Devonport. (A)

H.M.S. Diamond, December, at Chatham for General Service Commission (24 months). U.K. Base Port, Portsmouth. (A)

H.M.S. Diana, December, at Devonport for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Carysfort, December, at Gibraltar. L.R.P. complement. Local Foreign Service.

H.M.S. Eastbourne, December, at Rosyth. L.R.P. complement.

H.M.S. Dampier, December, at Singapore, for Foreign Service (Far East). (A)

H.M.S. Murray, December 13, at Rosyth, for trials. Commissions February 28, for Home Sea Service. 2nd Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Bastion, January 21, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron. (E)

H.M.S. Gurkha, January 29 (Tentative Date), at Southampton for Home Sea Service. Commissions, March, 1963, for General Service Commission. Home, Middle East (18 months). Ninth Frigate Squadron.

ron. U.K. Base Port, Rosyth. (B)

H.M.S. Lowestoft, January, at Chatham, for General Service Commission (24 months). U.K. Base Port, Portsmouth. (A)

H.M.S. Berwick, January, at Portsmouth, for General Service Commission (24 months). U.K. Base Port, Portsmouth. (A)

H.M.S. Daring, January, at Devonport. Increase from C. and M. Party to L.R.P. complement.

H.M.S. Eskimo, February 5, at Cowes for Home Sea Service. General Service Commission. April, 1963. Home/Middle East (18 months). 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B)

H.M.S. Troubridge, February, at Portsmouth. Under consideration. L.R.P. complement.

H.M.S. Loch Killisport, February, at Singapore for Foreign Service (Far East). Captain (F), 3rd Frigate Squadron. (A)

H.M.S. Manxman, February, at Chatham. Steaming crew. Home Sea Service. Foreign Service from date of sailing (Far East). (A)

H.M.S. Scarborough, February, at Portsmouth. L.R.P. complement.

H.M.S. Alert, February, at Singapore. Foreign Service (Far East). (A)

H.M.S. Chichester, February, at Chatham. L.R.P. complement.

H.M.S. Bulwark, February, at Portsmouth. L.R.P. complement.

H.M.S. Zest, March, at Malta for trials. Home Sea Service.

820 Squadron, March 5, at R.N. Air Station, Culdrose, for General Service Commission. Victorious. Wessex.

H.M.S. Ursa, March 7, at Devonport for General Service Commission. Home/West Indies (24 months) 8th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Jaguar, March 14, at Chatham for General Service Commission. Home/South Atlantic and South America (24 months). Seventh Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Blake, March, at Devonport, for General Service Commission (24 months). U.K. Base Port, Devonport. (A)

H.M.S. Hartland Point, at Singapore, for Foreign Service (Far East). (A)

H.M.S. Berry Head, March (tentative date), at Chatham, for trials.

H.M.S. Plymouth, April, at Devonport, for General Service Commission (24 months). U.K. Base Port, Devonport.

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THE DAILY RECORD

MAY 2.—H.M.S. Ark Royal arrived at Manila.

May 3.—Electric cables found damaged in H.M.S. Eagle at Devonport. H.M.S. Maidstone proceeded to sea for trials after three and a half year's refit. French ship L'Opiniatre arrived at Portsmouth. R.F.A. Tidespring, about 13,000 tons, launched at Hebburn on Tyne yard of Hawthorn Leslie (Shipbuilders) Ltd. H.M. Submarine Odin accepted into service.

May 4.—Dutch submarine Tigerhaai arrived at Portsmouth for 10-day visit. Admiral of the Fleet Earl Mountbatten of Burma, Chief of Defence Staff, visited Portsmouth.

May 5.—H.M.S. Agincourt commissioned at Portsmouth. Submarine Ocelot launched at Chatham. H.M.S. Belfast left San Francisco for Seattle.

May 7.—Whirlwind helicopter crashed in Portland harbour. Crew of three escaped unhurt. H.M.S. Belfast arrived at Seattle.

May 9.—Flag of Flag Officer Aircraft Carriers transferred from H.M.S. Victorious to H.M.S. Hermes.

H.M.S. ROCKET HOME

May 11.—H.M.S. Grampus recommissioned for service in 1st Submarine Squadron. H.M.S. Auriga recommissioned at Devonport for service in Second Submarine Squadron. H.M.S. Rocket arrived at Portsmouth. H.M.S. Belfast left Seattle for Vancouver.

May 12.—Leviathan moved from No. 3 Basin, Portsmouth Dockyard. Admiral Sir John Edelman was 71. Admiral Sir Patrick Brind was 70.

May 16.—H.M.S. Centaur arrived at Portsmouth from service east of Suez. May 17.—Admiral of the Fleet Sir Algernon Willis was 73.

May 18.—H.M.S. Rothesay recommissioned at Portsmouth.

May 21.—H.M.S. Bermuda left Portsmouth for Stockholm. H.M.S. Maidstone arrived Faslane to take over administration of 3rd Submarine Squadron from H.M.S. Adamant.

May 22.—H.M.S. Protector returned to Portsmouth. H.M. ships Wilkinston and Woolaston left Singapore for Sandakan, British North Borneo.

BOYD TROPHY PRESENTED

May 23.—Admiral Sir Casper John, G.C.B., promoted to Admiral of the Fleet. Boyd Trophy presented to H.M.S. Protector by Flag Officer Air Home, Vice-Admiral D. P. Dreyer. Admiral Sir Wilfrid Woods, K.C.B.,

D.S.O. and Bar, appointed First and Principal Aide-de-Camp.

May 24.—H.M.S. Theseus left Portsmouth for Inverkeithing to be broken up.

May 26.—Vice-Admiral Sir Thomas Sanders, K.B.E., C.B., placed on the Retired List. Rear-Admiral R. M. Smeeton, C.B., M.B.E., promoted to Vice-Admiral.

May 28.—H.M. ships Laymoor, Barnstone and Barbican left Rosyth for Leirvik, Norway.

May 30.—H.M.S. Hermes sailed for Gibraltar and the Mediterranean.

May 31.—H.M. ships Owen and Dalrymple returned to Devonport after surveys in Indian Ocean and Persian Gulf respectively.

BIRTHDAY HONOURS

THE Queen's Birthday Honours List includes the following:

G.C.B.

Admiral Sir Alexander Noel Campbell Bingley, Commander-in-Chief, Portsmouth.

K.C.B.

Vice-Admiral Nigel Stuart Henderson, Vice-Admiral John Michael Villiers.

C.B.

Rear-Admirals I. G. Aylen, J. C. C. Henley, J. A. Ievers, E. G. Irving, W. J. Munn, S. E. Post, Surgeon Rear-Admiral J. M. Reese, Rear-Admirals M. J. Ross, G. B. Teale.

M.V.O. (4th Class)

Cdr. R. A. Clarkson, Surgeon Cdr. D. G. Dalgleish.

K.B.E.

Vice-Admiral Hector Charles Donald Maclean, Surgeon Vice-Admiral William Robert Silvester Panckridge.

C.B.E.

Capt. L. Bomford, T. W. E. Dommett, A. C. Forman, Surgeon Capt. W. J. F. Guild, Capt. D. W. Kirke, Commodore R. L. H. Marsh, Capt. A. P. W. Northey, H. G. T. Padfield, E. N. Poland, A. L. Tapper.

O.B.E.

Cdr. F. W. G. Bartlett, W. F. J. Brading, R. B. Chandler, F. H. Humphris, Surgeon Cdr. J. Hunter, Cdr. J. E. Ironmonger, Senior Master J. Jolly, Cdr. R. L. Kirby, Chief Officer E. G. Lucas, W. R. N. S. Cdr. D. E. Payne, W. Scott, K. I. Short, A. V. Thomas, Instructor Cdr. H. G. Tidy, Lieut.-Cdr. J. C. E. White, Rev. A. L. Wragg.

M.B.E.

Recruiting Officer L. E. Brown, Lieut.-Cdr. N. J. Dominy, Engineer Lieut.-Cdr. G. F. Fayers, Lieut.-Cdr. J. H. Ford, R. G. Glenn, Capt. E. Graham, R. M. Lieut.-Cdr. M. J. A. Keyworth, Shipwright Lieut.-Cdr. E. E. Kingdon, Lieut.-Cdr. T. J. Kinna, Wardmaster Lieut.-Cdr. J. A. E. Lihou, Lieut.-Cdr. D. D. MacFarlan, F. E. Meynell, G. W. J. Pugh, R. Turpin.

The end of a ship of character

THE light fleet carrier, H.M.S. Ocean, commenced her last voyage on May 2 when she left H.M. Dockyard, Devonport, for the Clyde, where she is to be broken up.

One of the Colossus class (13,190 tons), Ocean was completed in 1945 and saw considerable service in the Korean War. She did many runs as a

troopship, has been used as a floating school at Portland and was associated with the naval training at Britannia Royal Naval College.

In 1952 she had a sequence of 1,000 accident-free deck landings. The ship also holds the distinction in naval aviation history of the first scheduled deck landing by a Vampire jet.

In the heart of anyone who had anything to do with her there is a warm affection for a lovely little ship of character.



H.M.S. Ocean leaving Plymouth for the Clyde to be broken up. (Photo.—A. Dunn.)



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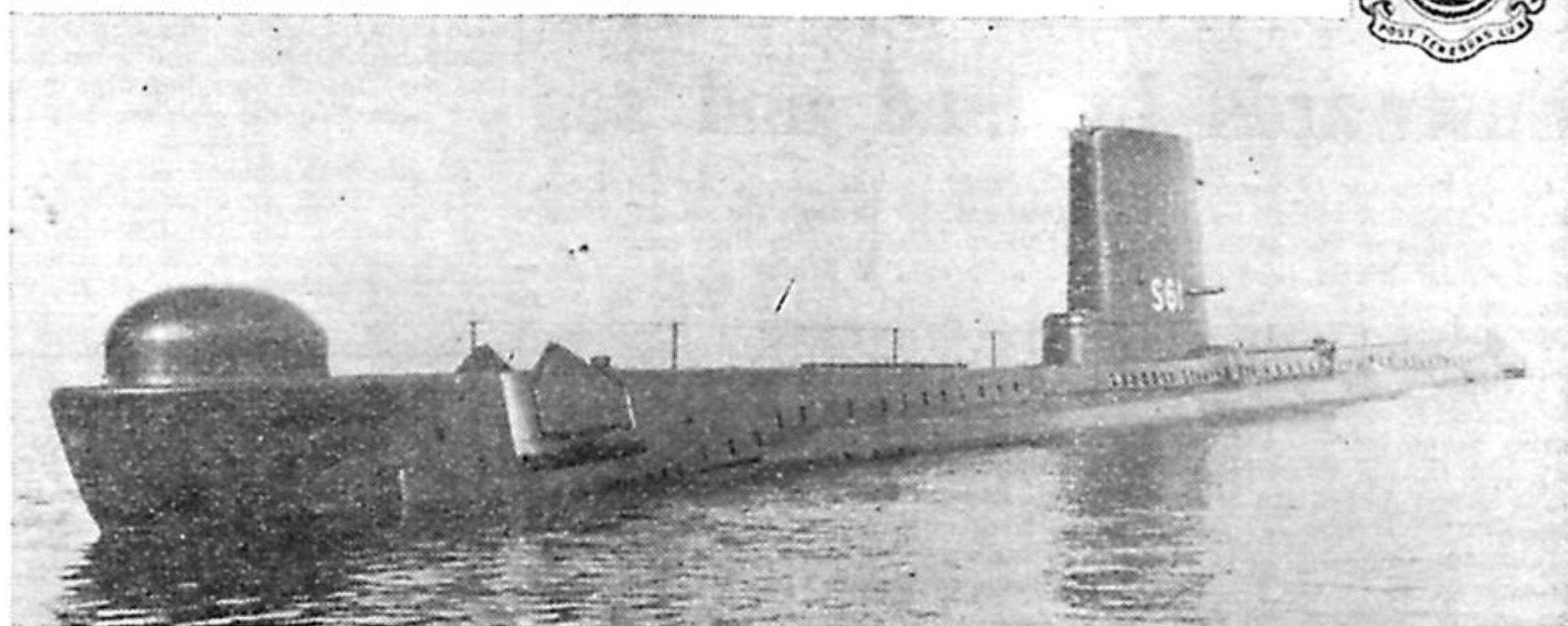
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SHIPS OF THE ROYAL NAVY

H.M.S. Acheron

No. 79



ADAMANT'S UNEXPECTED TRIP TO ST. KILDA

H.M.S. ADAMANT, the Depot Ship of The Third Submarine Squadron, commanded by Capt. J. A. R. Troup, D.S.C., Royal Navy, completed her refit at Rosyth and sailed on April 28 to return to her base on the Clyde.

At 2100 hrs. on April 29, when the ship was off Cape Wrath a signal was received reporting that a sick Spanish seaman had been landed at St. Kilda. The seaman was suffering from a ruptured peptic ulcer and medical assistance was urgently required.

H.M.S. Adamant immediately increased to maximum speed and set course for the isolated island. St. Kilda is the most remote of the outer Hebrides and lies 140 miles west of the Scottish mainland. It is about three miles long by two wide and is uninhabited except for a small Army detachment and numerous wild birds. A small bay on the eastern side provides an anchorage protected from the Atlantic swell into which it is just possible to insert a submarine depot ship. The ship could reach the island by 0500 hrs. the next day, which fortunately was just after first light.

PATIENT EMBARKED

H.M.S. Adamant steamed through a calm dark night until at 0415 hrs. the grotesque shape of the mist shrouded island was sighted. Course was shaped to enter Village Bay and at 0500 hrs. the ship anchored. A boat was lowered and the doctor landed. The patient was soon brought aboard in a Neil Robertson stretcher and taken down to the sick bay. His condition was satisfactory and an immediate operation un-

necessary, but it was clear that the sooner he could be got to a fully equipped hospital the better. Accordingly the ship weighed anchor shortly after 0700 hrs. and set course for Oban on the Scottish mainland.

After an interesting passage at full speed through the Sound of Mull on one of the clear sunny days rare to this coast H.M.S. Adamant reached Oban at 1700 hrs. where an ambulance awaited to take the Spanish seaman to the Royal West Highland Hospital.

Her errand of mercy completed, H.M.S. Adamant steamed on her way, with those on board slightly sorry that their impromptu visit to the out-of-the-way island of St. Kilda was over so quickly.

H.M. Submarine Acheron, one of the 15 "A" Class, was built in H.M. Dockyard, Chatham, being laid down in August, 1944, launched in March, 1947, and completed in April, 1948. Of 1,385 tons displacement, full load (surface), the Acheron is 281 feet in length (o.a.) with a beam of 22 feet. The enclosed fin conning tower is about 26 feet high.

The "A" Class were designed primarily for service in the Pacific and there were to have been another 30, but these were cancelled at the end of the Second World War, although some had been launched. The Affray was lost in the English Channel on April 17, 1951.

The present Acheron is the sixth to bear the name in the Royal Navy. Battle honours are Cape Tenez, 1805; Heligoland, 1914; Dogger Bank, 1915; Jutland, 1916; and Norway, 1940.

The fifth Acheron was a destroyer of the Achates Class, completed in 1930, of 1,350 tons, which was mined in December, 1940. The fourth was also a destroyer of 1911, sold in 1921.



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PETTY OFFICER MARRIED IN H.M.S. DOLPHIN

ALTHOUGH several officers have been married at the Church of St. Ambrose, H.M.S. Dolphin, no rating had been married in the church until May 12, when P.O. Mechanic (E) William Brian Green, of H.M.S. Dolphin married Miss Mary Brady of 26 Cambridge Road, Gosport.

The new Mrs. Green is the daughter of C.P.O. and Mrs. P. Brady. C.P.O. Brady is Coxswain of the submarine Sea Scout.

The best man was Regulating P.O. Eric Liddell of H.M.S. Dolphin.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachelot, Blackpool, Berwick and Diamond.

Condition of H.M.S. Proserpine was shocking

NO FUNNELS OR GUNS Eastwards by land and sea

(In his previous 13 articles Neptune has told how he entered the Service in October, 1904, his early trials and tribulations, his struggle for advancement, his promotion to "Mate" and subsequently to Lieutenant, and the early years of the First World War during which he served in Motor Torpedo Boats and as Mate "G" on the Nore Defence Flotilla. In May, 1918, he was appointed as First Lieutenant and "G" of H.M.S. Proserpine).

ON leaving the Nore Flotilla I was directed by the Admiralty to proceed on leave, obtain tropical uniform and the necessary equipment for undertaking a long railway journey which would form part of my route to Bombay and H.M.S. Proserpine, viz., Cherbourg to Taranto, with intermittent stops at rest camps. On June 14, 1918, I had to report to the Sea Transport Office, Southampton for embarkation instructions and connect up with the officers and ship's company of the ship, and other personnel on draft to H.M. Ships in the Mediterranean Fleet, and assume command. I certainly had something to think about whilst on leave.

June 14 arrived all too quickly yet I was glad that the day had arrived for I did not feel happy at being on leave in war-time. To my surprise, in addition to the naval party of 10 officers and 230 ratings, there was an Army contingent of 12 officers and 300 other ranks with a major in command.

TEN TO A COMPARTMENT

We sailed from Southampton at midnight arriving at Cherbourg at 0800 hrs. June 15, where we stayed for one night in a rest camp. Although mid-June it was so cold that most of the personnel walked about throughout the night in order to keep warm. We entrained on June 16, the Navy occupying one half of the train and the Army the other. Ratings were piled in, 10 to a compartment and officers seven or eight. There were approximately 560 officers and men with baggage.

The conditions were very cramped for a long journey, but whilst crossing France we met many troops being transported in cattle trucks straight into the battle area. In comparison we had much comfort. Unknowingly we were passing through France at the most critical period of the 1914-18 War. The Germans had broken through our lines and preparations were in hand for a big counter-offensive. The men we had passed would soon be fighting for their very existence, enduring hardship and facing death that

others might live. Here we were, 560 or more, moving into comparative safety. It did not seem right yet we were as much "pawns" in the "war game" as they were.

The journey through France, although tedious, was pleasant. The train stopped frequently and the men got out and sat on the banks but at times nearly "missed the bus" when the train moved off quickly.

'SAILORS DON'T CARE'

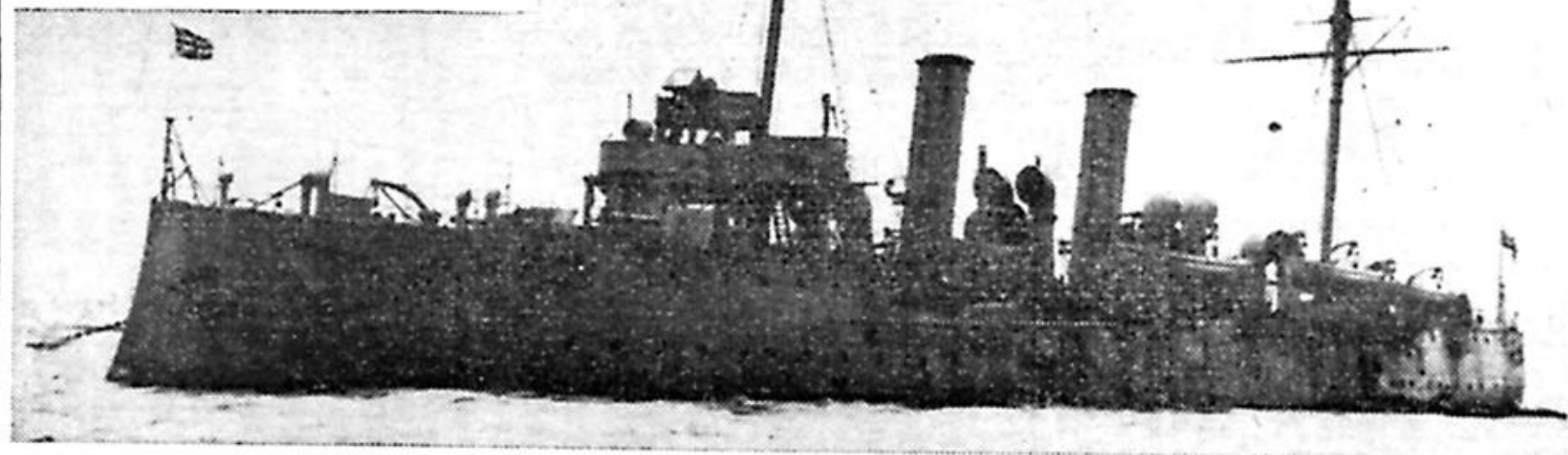
On arrival at Faenza, on the east coast of Italy, we spent a day in a rest camp. It contained a beer garden and there were petite young women to serve the beer to the ratings. What a glorious time they had. The quotation of the day was "Sailors don't care" and very apt it was. Fortunately we had to entrain early which rather cut across the romances which had developed to a rather high degree. It was a relief to get everyone away from the amorous feminine charms. It seemed to me, as the party marched to the station, that there were quite a few weak at the knees.

Having got the men entrained before dark I had settled down to relax in my carriage when the Major came to me and said, "Do you know that your men have tapped the wine barrels in a goods train and are carrying the wine away in buckets?" Sure enough, they were. However, we were able to

stop the gratuitous issue just as the train was about to start. So onward we went thankful that nothing of a serious nature had happened, and I am sure that the "toast" over the wine must have been "To the girls we left behind."

Taranto was reached after 12 days travelling. Here we spent 24 hours. I was thus able to turn the Mediterranean drafts over to the local naval authorities and shed part of my responsibility.

SAILORS IN THE MAKING By NEPTUNE



H.M.S. Proserpine as she appeared when on Red Sea Patrol, 1918. She was a cruiser, built in 1896, and sold in 1919.

During the night I had swallowed the Spanish flu bug and felt very unwell but managed to get Proserpine's crew embarked on five different transports. They had to be so dispersed on account of the activity of German submarines in the Western Mediterranean. I embarked in the Kairser-I-Hind so ill that I had to be put to bed, where I lay in a high fever for three days, but on arrival at Alexandria I was on my feet again.

Although feeling rather weak I was able to get Proserpine's crew transported to Sidi Bishr Camp, situated in the desert outside Alexandria where, for a week, we were under continuous attack by mosquitoes of all shapes and sizes. Then on again by train to Suez via Port Said. We had lived under "catch as catch can" conditions for quite a few weeks, and we were happy to find a transport waiting for us where we could get a good meal and a bath.

BOMBAY—AND A SHOCK

Our voyage through the Red Sea and Indian Ocean was very pleasant and without incident although the heat was intense. Nevertheless, not knowing what was before us, we were delighted to reach Bombay.

At the first opportunity I went in search of Proserpine and what a shock I received when I saw her lying alongside, without guns or funnels. On boarding her I found filth and dirt everywhere. I learned that she was infested with rats and mosquitoes. Feeling very much disheartened I arranged for the ratings to be put up at the Sailors' Rest and the officers at hotels.

At this time there was an urgent need for her in the Red Sea, to prevent supplies reaching the Turks through the port of Hodeida and Yemen territory.

The rigging out of Proserpine in the shortest possible time was, indeed, a problem. However, good news from the western front and Palestine acted as an incentive, and there were prospects of going into action. The main armament consisted of eight 4 in. guns, six of which would be fired on a broadside. The crew set to work with a will. There was plenty of local labour available to help, but a major setback occurred, due to illness of the crew with Bombay fever.

READY FOR SEA

In spite of everything Proserpine soon began to look like a ship of the

Royal Navy. Funnels were shipped; guns mounted; ammunition, stores, coal and water embarked; steam raised; the ship cleaned, fumigated and painted. Compasses were adjusted; a steam trial and gun trials carried out, and in less than four weeks, the ship was ready for sea.

Running parallel with the fitting-out problem was one of boiler-room personnel. Owing to the great shortage of stokers at home the complement had been cut by 25-30 per cent. Instructions had been given that this shortage was to be made good by engaging Lascars, in the ratio of three to two whites. This entailed fitting out special "heads" and embarking special food, including a quantity of stinking dried fish.

H.M.S. Proserpine, looking reasonably smart, sailed for Aden early in August, 1918. Heavy weather was soon encountered. The Lascars were seasick and could not maintain steam, so the captain asked for volunteers from the seamen. The response was instantaneous. Nevertheless, the passage took nine days instead of seven and we arrived at Aden with only 30 tons of coal left, the ship looking rather

battered with a leak in one of the bunkers.

The captain lost no time in getting ashore and reported that he was not prepared to take the ship to sea again with Lascars as stokers. Fortunately Aden was a recruiting station for African Seedie Boys. The Lascars were quickly landed and Seedie Boys engaged in the ratio of four to two. In addition 40 were signed on for upper-deck work. Our complement was now 300 which included 100 Seedie Boys. This produced an accommodation problem. The upper-deck hands were easily quartered up on the booms, but the stokers could only be crowded into the cable locker flat. Sleeping was catered for by hinging flat boards to the ship's sides, in tiers of three, enabling them to be raised and lowered. It was gross overcrowding.

PATROL DUTIES

Having again completed with coal, water and stores, we sailed within a few days for that God-forsaken, desolate island of Perim, which was to

(Continued on page 8, column 4)

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(Picture by Courtesy of Sunderland Echo.)

Royal Air Force Association, is pictured receiving the cheque from Shipmate "Andy" Johnson, R.N.A. The picture shows Shipmate E. Harrison, Branch Welfare Officer, Rev. R. Russell, Shipmate K. Nelson, Branch Entertainments Chairman, Shipmate A. Johnson, Shipmate G. Gibson, Branch Vice-Chairman and Shipmate W. Thornton.

Plymouth spends first birthday at Hong Kong

ON May 11, H.M.S. Plymouth celebrated her first birthday, for it was exactly a year previously that she had commissioned at Devonport for General Service and her company had had the privilege of marching through the city and lunching with the Lord Mayor and Corporation at City Hall.

It was thus doubly welcome to receive, that very day, a general signal from the Commander-in-Chief, Far East Station, Admiral Sir David Luce, to the effect that H.M.S. Plymouth had won the Fleet Anti-Aircraft Gunnery Trophy and was runner-up in the Naval Gunfire (Support) Trophy.

VISITED 21 PORTS

During her first year the ship has been kept very busy. She has steamed 44,000 miles, visited 21 different ports, taken part in three major international exercises, carried out replenishment at sea 56 times, crossed the Equator in each direction and had her name in the national press on three separate

occasions—quite an impressive record for one so young.

Since Christmas time, when the last account of Plymouth's movements appeared in "Navy News," the ship has been at sea for some 45 per cent of the time, but there have been visits to Aden, Singapore, Trincomalee, Karachi, Penang, Manila and Subic Bay—an American naval base in the Philippines—and now, six and a half months after leaving the United Kingdom, the ship has reached Hong Kong, that bright spot amongst all ports "east of Suez."

ASSISTANCE AT SEA

H.M.S. Plymouth played her part in Exercise "Jet 62," a Commonwealth exercise in the Bay of Bengal in which ships from six navies took part and, more recently, in the SEATO Exercise "Sea Devil," which took place in the South China Sea. There has also been a second occasion when H.M.S. Plymouth has been able to render assistance to the Merchant Navy, the first occasion being at the scene of the tragic Clan Keith disaster. On April 19, when the S.S. Taipoon, registered in Hong Kong, required escorting into Singapore, it was H.M.S. Plymouth that was sailed at short notice to locate the ship and provide her escort.

Dutch Admiral at Pitreavie

REAR-ADMIRAL Baron A. N. De Vos Van Steenwijk, Dutch N.A.T.O. Naval Commander and Commander-in-Chief of the Netherlands Home Station, paid a visit to Maritime Headquarters, Pitreavie, Fife, on May 14. He conferred at Pitreavie with Rear-Admiral A. R. Hezlet, C.B., D.S.O. and Bar, D.S.C., Flag Officer, Scotland, and Air Vice-Marshal R. B. Thomson, Air Officer, Scotland.

Rear-Admiral Steenwijk arrived at Turnhouse Airport in a Royal Netherlands Navy Neptune. He travelled by car to Port Edgar and crossed by launch to Rosyth Dockyard where he was met by the Flag Officer, Scotland. He inspected a guard paraded by H.M.S. Cochrane, the naval shore barracks. The Royal Marine Band, Arbroath, was also in attendance.

WHITSUN NAVY DAYS

PORTLAND and Rosyth have "gone to town" with their Air Days this year—over the Whitsun holidays—Portland, June 9, 10 and 11, and Rosyth, June 9 and 10—and many of the Navy's best and newest ships, together with a few "Old Faithfuls," will be open to visitors.

At Rosyth 12 ships will be open to visitors and these include four destroyers of the 5th Destroyer Squadron, H.M. Ships, Diana, Diamond and Battleaxe. Other ships are the submarine Orpheus, the depot ship Girdle Ness, two frigates of the Fishery Protection Squadron, the Palliser and Malcolm, the Surveying Vessel H.M.S. Scott, and H.M. Ships Chevron, Barnstone and the Fleet replenishment tanker, R.F.A. Tideflow.

SPECIAL DISPLAYS

Special displays at Rosyth will include demonstrations and fly past by Fleet Air Arm aircraft: Physical Training display including the high box and trampoline, firing of anti-submarine weapons and a torpedo, etc.

At Portland ships open to visitors will be H.M. Ships Rothesay, Undaunted, Aisne, Corunna, Llandaff, Keppel, Taciturn, Rorqual and the R.F.A. Wave Prince.

COMMANDO RAID

Demonstrations at Portland include a realistic raid by Royal Marine Commandos to blow up a defended enemy bridge. Naval frogmen will be dropped by helicopter to perform their dangerous task of clearing underwater defences before a beach assault. Naval helicopters will demonstrate Air/Sea Rescue and Anti-Submarine detection.

At both Portland and Rosyth the stirring ceremonies of Beating Retreat and Sunset will be carried out.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer rate:

To Chief Petty Officer
JN 646312 P. A. Trafford, JN 181993 F. G. Ashton, JN 158028 J. A. Mackness, JN 166320 R. R. G. Hutson, JN 159859 D. E. O'Flynn, JN 242307 H. V. Trembeth, JN 581661 D. J. Carter, JN 246359 D. T. S. Mathis, JN 371381 D. R. Battersby, JN 646099 E. C. Hunter, JN 646134 S. C. Pomeroy, JN 646137 W. R. F. Templeton, JN 165327 B. G. Bunting, JN 162890 J. S. Duncan, JN 371860 J. E. Livingstone, JN 581412 F. T. Billing, JN 163471 A. R. Brown, JN 581018 F. Burt, JN 581297 E. C. Soames, JN 158486 F. H. Himsforth, JN 177293 G. E. Lennard, JN 151261 A. C. Tapp, JN 646178 G. R. Knight, JN 151858 F. W. Northmore, JN 581989 D. H. Smethurst, JN 646398 J. M. Smith, JN 150498 W. E. Taylor.

To Chief Petty Officer Radio Electrician

MX 892585 C. J. Cooper.
To Acting Chief Engine Room Artificer

MX 888738 J. R. Burns, MX 857674 J. K. Curtis, MX 887913 D. Whitaker, MX 857314 E. J. Brown, MX 888985 D. Harris, MX 935675 N. J. Wright, MX 887850 W. Latimer-James.

To Chief Shipwright Artificer

MX 75898 D. A. Eager, MX 897378 D. G. Middleton, MX 892749 A. J. Patten, MX 97623 R. A. Ware.

To Acting Ordnance Artificer

MX 887918 D. M. Aylward, MX 887817 A. W. Lambert, MX 778194 J. D. Mutton.

To Chief Petty Officer Engineering Mechanic

KN 771621 P. E. Greed, KN 811710 R. D. Earle, KN 153455 P. H. Jackson, KN 751776 W. J. Symons, KN 891368 J. Hart, KN 835074 S. E. Hall, KN 770324 R. Wiseman, KN 770546 A. G. Rodwell, KN 846438 R. Hutchinson, KN 833766 R. Earl, KN 877633 G. Gordon, KN 841678 D. Odgers, KN 770887 C. H. Coles, KN 847429 W. E. Norman, KN 835367 J. B. Smith.

To Chief Petty Officer Electrician

MX 855292 T. G. Finney, MX 661367 J. Clare, MX 581448 J. M. Tarry, MX 745959 R. Parkin, MX 834656 J. A. Earl, MX 868761 C. Warrington, MX 766048 W. A. D. Atkins, MX 895355 T. M. Williams, MX 795255 F. A. Baker.

To Chief Petty Officer Radio Electrician

MX 835181 A. R. B. Farrell, MX 895595 J. G. Hay, MX 864323 P. C. Fountaine, MX 864397 D. Pitney, MX 891448 T. S. Owens, MX 895402 E. Lancaster, MX 878453 E. R. Etham.

To Chief Radio Communication Supervisor

JN 581980 P. Farley, JN 292757 A. Scardifield, JN 712747 R. H. Harries, JN 371560 J. H. Frost, JN 834182 F. M. Shaw, JN 712214 F. J. Bate, JN 166496 R. S. Overson.

To Chief Communication Yeoman

JN 175793 A. G. Duncan, JN 292058 A. Lock, JN 760044 F. McArthur.

To Acting Chief Electrical Artificer

MX 888802 R. E. Hughes, MX 888077 A. J. Waite.

To Acting Chief Radio Electrical Artificer

MX 888554 N. J. Bunn, MX 857595 K. Tate.

To Sick Berth Chief Petty Officer

MX 575816 D. Clark.

To Stores Chief Petty Officer (S)

MX 846383 F. W. Pearson, MX 811725 J. A. Jamieson, MX 661997 A. Townsend.

To Chief Petty Officer Cook (S)

MX 841328 H. McCameron, MX 853439 R. A. Howling, MX 110562 J. Marsh, MX 849920 D. G. Baker, MX 846048 T. J. Robson, MX 80738 S. J. Collins, MX 59569 P. L. Elliott.

To Master-at-Arms

MX 768833 R. J. Anderson.

To Chief Petty Officer Steward

LX 771133 W. E. Crellin, LX 887254 W. S. Evans, LX 803095 R. Middlemass, LX 624700 F. J. Dace, LX 725293 A. E. Ashley.

To Chief Wren—Regulating

100528 P. G. Gann.

To Acting Chief Aircraft Artificer (AE)

FX 669634 A. A. Clark.

To Chief Air Fitter (AF)

FX 816492 J. Walsh, FX 803105 A. A. Sparks.

To Chief Electrician (AIR)

FX 817035 T. E. Jenkins, FX 833936 S. J. A. Cole.

To Chief Radio Electrician (AIR)

FX 851531 P. H. Matthews.

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In Memoriam

James Barrie Johnson, Radio Electrical Mechanic, 1st Class, P/M 964485, H.M.S. Victory. Died March 17, 1962.

John David Carlton, Acting Leading Engineering Mechanic, P/K 970922, H.M.S. Ark Royal. Died January 25, 1962.

James Patrick Docherty, Able Seaman, C/J 960099, H.M.S. Sea Eagle. Died April 1, 1962.

Ronald Young, Acting Leading Electrical Mechanic (A) 1/F 969091, H.M.S. Ariel. Died April 8, 1962.

Frederick Walter Lee Fraser, Able Seaman, P/J 980906, H.M.S. Vernon. Died April 15, 1962.

Robin John Richard Robson, Able Seaman, C/J 926383, H.M.S. Ausonia. Died April 30, 1962.

Charles Kenneth Brown, Engineering Mechanic 1st Class, P/KX 136568, H.M.S. Brocklesby. Died May 5, 1962.

John Albert William Vernall, Acting Leading Radio Electrical Mechanic, H.M.S. Collingwood. Died May 6, 1962.

George Lionel Boucher, Leading Seaman, P/JX 919296, H.M.S. Saintes. Died May 6, 1962.

John Earl Bailey, Ordnance Artificer 1st Class, P/M 928744, H.M.S. Dolphin. Died May 14, 1962.



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Landing of troops and tanks over beaches

a critical task

TEAM WORK VITAL

THROUGHOUT the ages wars between nations and groups of nations have nearly always had, at some time or another, an amphibious stage. Before the advent of aircraft, if one country had imperialistic designs about another and was separated by water of any sort then it had no choice of attack other than an amphibious one. Caesar and William the Conqueror both had highly efficient Amphibious Warfare Squadrons. So had Napoleon and Hitler, but they failed to use them at the right time.

During the last war, virtually every new front was opened by an amphibious assault—the landings at Normandy being the largest amphibious undertaking of all time. It is doubtful whether so many thousands of landing ships will ever be gathered together again, but there is still a vital need, even in the present era of missiles and satellites, for a small, highly mobile and efficient force of landing ships. They must be able to move quickly into any trouble spot to land men and weapons to put down minor troubles and uprisings before they can flare into international conflicts.

To meet this need the Royal Navy has equipped a small force of landing ships and an attendant headquarters ship that are able to move at a moment's notice with sufficient troops and armament to quell any incipient riot before it develops into a major disturbance. These ships comprise what has now become known as the Amphibious Warfare Squadron. They are assisted if and when the need arises by either or both of the two Commando Carriers which carry large numbers of highly trained Marine Commandos, and sufficient numbers of helicopters to be able to fly them ashore in a very short space of time.

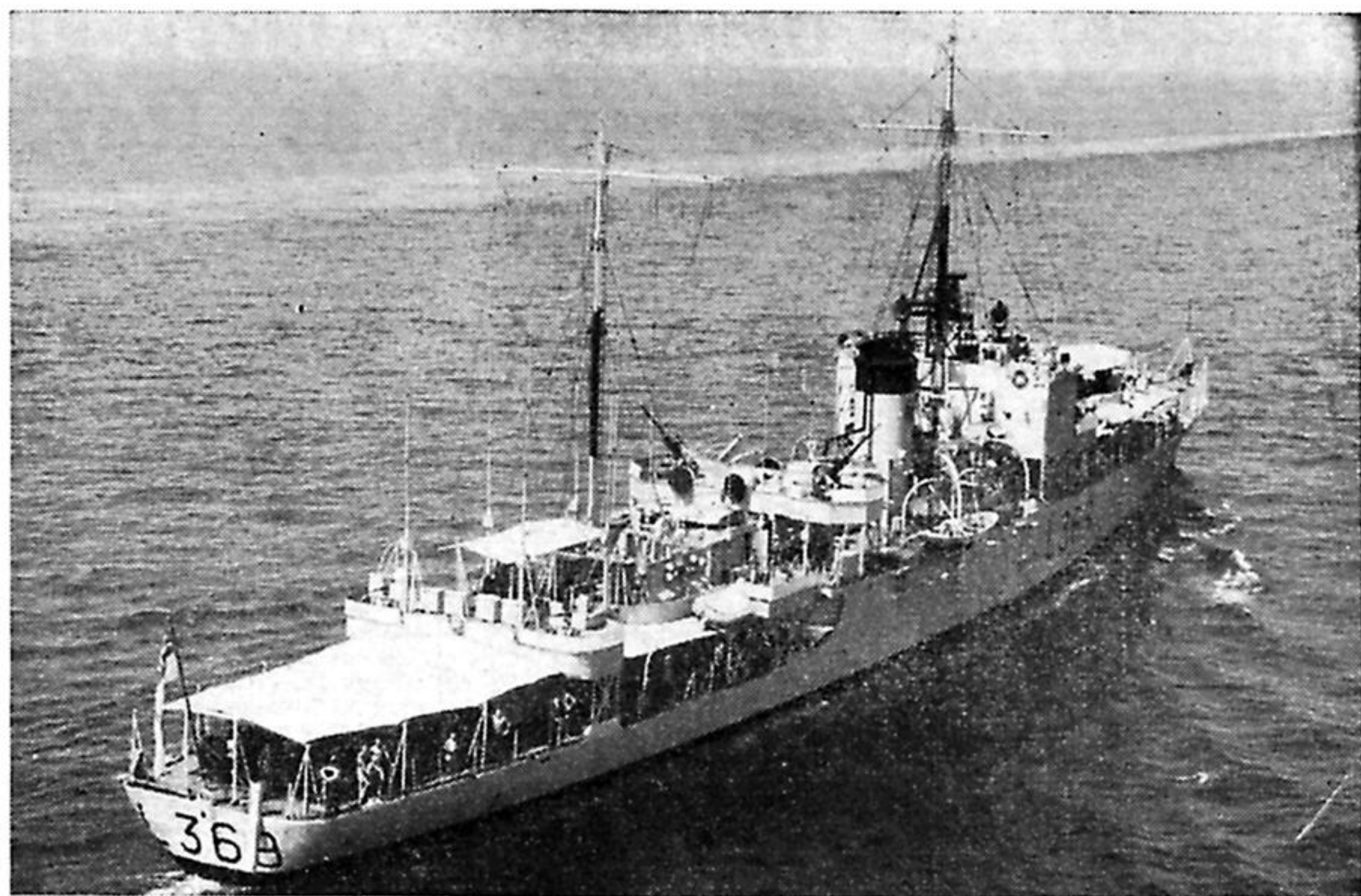
The landings at Kuwait by ships of the Amphibious Warfare Squadron provided a most graphic illustration of the value of this type of force. During this operation large numbers of troops, tanks, vehicles and stores were landed over the beach in answer to a call for help from the Sheikh.

use landing 50 tanks on to a superb beach if there is a vertical cliff a 100 yards inland.

When a suitable beach has been chosen, the overall plan can be drawn up which will contain the time of attack and individual landing sites for each ship.

Amphibious assaults are generally carried out at night, as the slow approach of the landing ships makes them extremely vulnerable during daylight hours. When the day of the assault arrives, all the ships taking part will have embarked their designed loads of troops and equipment. The squadron will form up and move off towards the assault area. Leading the squadron will be the headquarters ship which will control the landing from the sea. She carries a large amount of radio equipment, and is in constant touch with all ships in company.

The squadron will steam under cover of darkness to arrive off the beach normally a couple of hours before dawn. H-hour is the time when the first landing will be made. There are two types of landing ships used in the squadron. Firstly, the L.S.T.'s (Landing Ship Tanks), which can carry large numbers of tanks, vehicles and men, and also up to eight L.C.A.'s (Landing Craft Assault), which carry troops or marines to the beach to initiate the attack. Secondly, the L.C.T.'s (Landing Craft Tanks) which are much smaller than the L.S.T.'s but can still carry tanks and heavy equipment.



H.M.S. Meon, Landing Ship Headquarters, Amphibious Warfare Squadron

and make ready for the landing ships themselves to come in and off load. Also landed in the first wave is the Beachmaster. He is the officer who will be in charge of the beach for the off loading of tanks and heavy vehicles from the L.S.T.'s and L.C.T.'s.

THE 'RUN-IN'

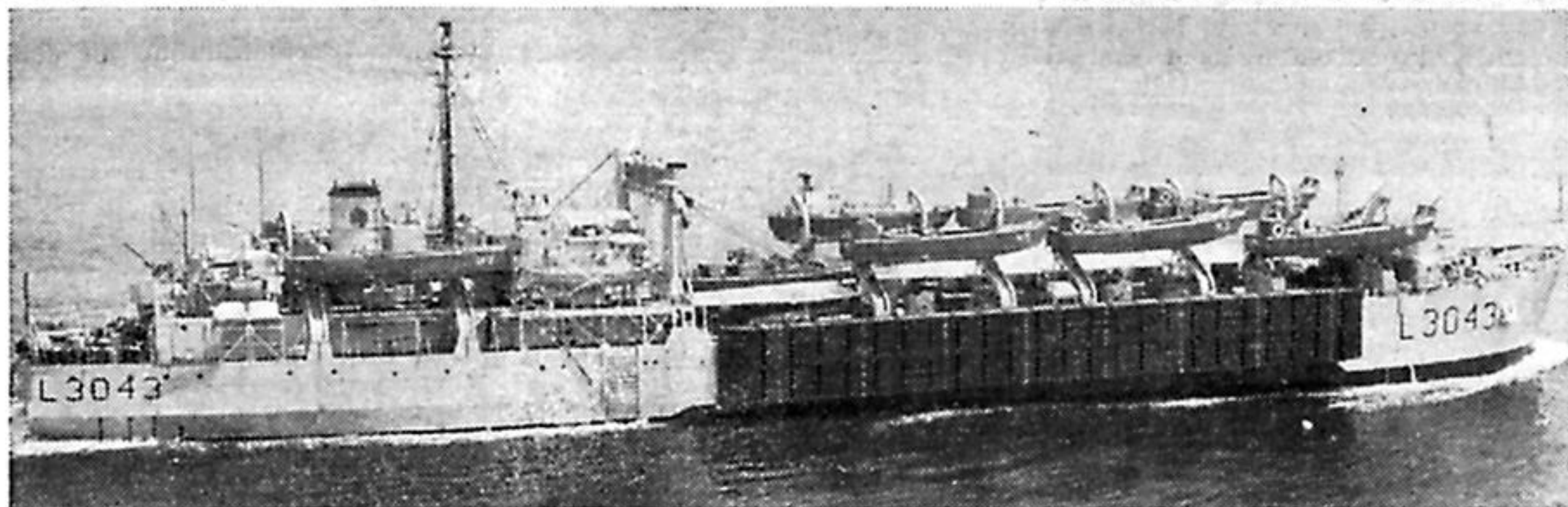
When the beach is secured the order is given from the headquarters ship for the larger ships to move into the beach. The Beachmaster will signal to the captains of the ships exactly where to line up for the run in. As the L.S.T. with its load of Centurion tanks moves into the beach, it drops a kedge anchor over its stern when it is

the story could be very different. With the equipment and ships in use at the moment, an amphibious landing is not as swift as is compatible with safety. It is essential then that every man in the ships and landing craft taking part knows his job thoroughly, to prevent delays which might be dangerous and advantageous to the enemy.

When the trouble or uprising ashore has been dealt with, the second part

of the operation takes place—namely the re-embarkation of troops and equipment. This, in some ways, is more tricky to accomplish successfully than the landing. The tank crews will normally be extremely tired and weary, and will not be keyed up by the excitement of making an attack. Great care then has to be taken to ensure that once again everyone acts

(Continued on page 11, column 1)



H.M.S. Messina, Tank Landing Ship

The success of an amphibious assault depends entirely on the amount of practice put in beforehand. There is no easy short cut, and landing troops and tanks over beaches is a very critical manoeuvre requiring the utmost efficiency and concentration. Every man must know exactly what to do and when to do it, and a mistake by even one man can ruin the efforts of the entire squadron.

A TYPICAL ASSAULT

Let us now try and run through the various stages of a typical amphibious assault. Planning must contain details of individual ships taking part, what they will be carrying, and from what direction they will make their attack. A suitable beach for the landing must be found and surveyed. Information on the type of beach to be used is absolutely vital to the ships taking part. If the water is too shallow the landing ships will ground too far from the beach. If it is too steep the ships may not be able to ground at all, and this is necessary before heavy tanks can off-load safely. The exits from the beach must be good, as it is of little

TANKS MANNED

The squadron will normally anchor about a mile off the beach to prepare for the attack. Marines in the L.S.T.'s will embark in their L.C.A.'s which are small flat-bottomed craft of high performance. The tank crews will man their tanks in preparation for driving out when the bow doors are opened. All this must be done in complete darkness and as quietly as possible as sounds will carry a long way at night over a smooth sea. At the appointed time the L.C.A.'s will be lowered into the water and slipped. They then form up into their attack formation and circle close to the headquarters ship waiting for the order to move in to the beach.

This is the first wave of the attack and they are controlled on a radar screen in the headquarters ship to make certain they land in the right spot.

To the men in these craft this is the most exciting moment and the one for which they have been training hard. As soon as the craft runs on to the beach and the bow ramp is lowered they must leap into action to secure the beach

just short of the beach. It will use this to pull itself off after the tanks have landed.

As the beach is approached, the heavy steel doors are opened and the ramp over which the tanks pass is made ready for lowering. When the ship finally grounds the ramp is lowered and the tanks slowly rumble forward to go ashore.

It is vitally important that the water gap between the ship and the shore is not too deep as a tank will flood in water more than about four feet deep. The first tank ashore is watched with a certain amount of apprehension, because if she gets stuck the whole operation will be delayed and possibly fail. If the beach consists of soft sand, a steel mesh roadway is laid from the ship's ramp to firm ground and this work is done manually by members of the Beachmaster's team.

After the tanks have all been safely landed, the heavy vehicles will be off loaded together with stores and equipment. When the ship is empty, she will haul in on her stern anchor, and by going astern on both screws should float off again to make room for the next load coming ashore. If the tides have not been judged carefully and the land was fast, the ship might well be stuck for some time, and if air attack was threatened she would be in a very unenviable position. Great care must therefore be taken with beaching if it is planned to use the ship to carry further loads.

The landing ships will continue to move in under the direction of the headquarters ship until all have unloaded their equipment. If the weather has been calm and the visibility good, there will have been little trouble as the ships are built to withstand the shock of landing on a beach. However, in rough seas conditions, and under fire from the enemy,

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NEW HOME FOR MED. SUBS.

H.M.S. Narvik, which has been the accommodation ship of the Fifth Submarine Division at Malta since October, 1960, is returning to Plymouth to become a living ship for the Reserve Ships at that port.

The Fifth Submarine Division moved from Msida Creek to Lazzaretto Creek on June 1 and is now supported by H.M.S. Ausonia, the Mediterranean Fleet Repair Ship.

H.M.S. Narvik and her complementary shore facilities known as H.M.S. Narvik II (ex T.E.O. Msida), have done a first-class job of supporting not only the Fifth Division but also the 108th Minesweeping Squadron.

H.M.S. Ausonia, however, has a good deal more to offer in the way of workshop facilities and living space and it is an obvious and practical economy to make full use of these advantages. H.M.S. Narvik II is being renamed the Msida Base and will continue to look after the 108th Minesweeping Squadron.

Burma Reunion

WHEN the 16th Burma Reunion was held in the Royal Albert Hall on May 12, a special block of seats was reserved for those who had served in the Eastern Fleet during the Second World War. A bar was also made available for those who served in the Royal Navy, Royal Marines, Eastern Fleet, 3 S.S. (Commando) Brigade and D.E.M.S.

Admiral of the Fleet The Earl Mountbatten of Burma could not be present as he was out of the country, but Admiral Sir Harold T. C. Walker, K.C.B., Vice-Admiral Sir S. M. Raw, K.C.B., C.B., and Major-General W. F. Lukis, C.B.E., R.M., were at the Reunion. Capt. J. D. Mody represented the Indian Navy.

The Band of Her Majesty's Royal Marines, Plymouth, was amongst those who played for this event, which had a record attendance.

There were many personal reunions in the Royal Albert Hall, and the following morning those attending the Reunion assembled on Horse Guards Parade for their Annual Remembrance Parade to the Cenotaph.

Joint Services Expedition to highest mountain of North American Continent Sponsored by Royal Marines

SPONSORED by the Royal Marines, the British Joint Service Alaska Expedition, composed of three members from the Royal Marines, three from the Army and three from the Royal Air Force, is setting off early this month to spend two months in the Mount McKinley Range of Alaska. The party—four officers and five other ranks, is led by Major Michael Banks, M.B.E., R.M., who has taken part in two polar expeditions, led two Himalayan expeditions and who is one of the most experienced of the Royal Marines Commando cliff-climbing and snow-warfare instructors.

The expedition has been planned in two phases. The first phase will be to climb to the 20,320-ft. summit of Mount McKinley, the highest peak on the North American continent. This ascent is recognised to be a tough proposition of Himalayan magnitude. It has been summed up as "a polar expedition in three dimensions." The weather is notoriously savage and the temperatures at 64 deg. North are sure to plunge far below zero.

BASE CAMP AT 6,000 FEET

Distances are so great that the team will have to fly in by ski-plane, landing on a glacier at the foot of the mountain where a base camp will be set up at about 6,000 ft.

It will be a long haul from the base camp to the summit, requiring three intermediate camps, fully stocked with food and fuel, to be established.

The intention is to run an "assembly line" system to give every member of

the party a chance to reach the summit. The complete ascent is likely to take from two to four weeks depending on the weather.

The second phase, which will take about a month, will be devoted to tackling virgin summits of about ten to twelve thousand feet in the McKinley range. These unclimbed mountains have intriguing names such as the Rooster's Comb and the Moose's Tooth.

In an arduous expedition of this nature special equipment and food are essential. Plastic foam mattresses to insulate the men against the cold when camping are being taken together with special "vapour barrier" boots with cellular rubber socks to keep the feet warm in the very low temperatures. These boots have much the same effect as keeping the feet in a thermos flask.

SPECIAL FOOD

A special food ration has been de-

vised by the Naval Victualling Department. It is light, to make it easy to carry, and dry, to avoid freezing. With little water content it will not require so long to cook. Some experimental foods including dehydrated cod, mushrooms and chicken are being taken.

The members are contributing one month's pay towards the cost of the expedition and giving up one month's leave. A donation to the expedition funds has been received from the Nuffield Trust for the Forces of the Crown.

OTHER MEMBERS

The other members of the expedition are Lieut. H. J. Wiltshire, R.M., who has taken part in two Dartmouth expeditions to Norway, Sgt. A. A. Fraser, R.M., who has served in the Antarctic in H.M.S. Protector, took part in the helicopter landing on Rockall and has had nine years' experience as a Royal Marines Commando cliff-climbing and snow-warfare instructor.

Major P. J. Dietz, R.A.E.C., who served in the Royal Marines during the war, qualifying as a cliff-climbing instructor in 1945. He has had climbing experience in Britain and has climbed in the Alps. Staff Sgt. K. Douglas, R.A.S.C., who is an instructor with the



Major M. Banks, M.B.E., R.M., leader of the British Joint Service Alaska Expedition, 1962.

Army Outward Bound School, North Wales. The third Army member is Cpl. of Horse J. F. Chudleigh, R.H.G., who has been an instructor at the Army Outward Bound School.

The three Royal Air Force members are: Flt/Lieut. W. B. Russell, R.A.F., who is a very experienced leader of and who has had recent experience with R.A.F. mountain rescue teams, Chief Technician J. Hinde, R.A.F., who is a very experienced leader of R.A.F. mountain rescue teams and has been climbing in Britain, including snow and ice climbs in Scotland, since 1942. The last member of the expedition—and the youngest—is Junior Technician H. J. Oldham, R.A.F., holder of the Duke of Edinburgh Scheme Gold Award. He is a member of the R.A.F. Mountain Rescue team in South Wales.



The goal—Alaska's twin-peaked perpetually snow covered Mt. McKinley. The mountain is located in Mt. McKinley National Park which encompasses 1,939,493 acres and is one of the great wildlife sanctuaries of the United States. The road in the foreground is part of the 5,512 mile highway system of Alaska. (Photo.—By courtesy of United States Information Service, American Embassy.)

Eastwards by land and sea

(Continued from page 4, column 5)

be our base. Our duties were to patrol the Straits of Bel-el-Maneel, better known as the Straits of Perim. We were to patrol from dusk to dawn and anchor at short stay at the entrance of the harbour by day.

All ships entering the Red Sea had to be boarded and searched—quite a big task. At night a signalman and two seamen were landed on the Brothers Rocks as look-outs. They rarely got any sleep as the rocks were over-run by huge rats. But they were not disturbed as much as their shipmates on board. There were quite a number of boardings and examinations to do every night. On sighting a ship the captain relieved the Officer of the Watch who became Boarding Officer, whilst I lowered the whaler and slipped her as convenient and, when the Boarding Officer returned, it needed all hands to hoist her. As this operation occurred frequently throughout the night there was little rest for anyone. By day, ships sometimes had to be chased and when at anchor the daily ship routine had to be carried out.

LIVE SHEEP ON BOARD

The food ration was very poor; there was no cold storage, so fresh meat could not be carried. Occasionally about a 100 small live sheep were obtained from the island and fed on board until required. There were no vegetables except for an occasional issue of dehydrated potatoes which stuck in one's throat. Tinned corned beef was the main meat ration which, owing to the heat, was always sloppy and uninviting.

Coaling ship was a terrible ordeal

for the stoker Seedie Boys who trimmed the bunkers. They were often overcome by the heat, lack of ventilation and coal dust, and became exhausted. There were no bathrooms, but it was no hardship to bathe on the upper deck. The white ratings enjoyed it, but the Seedie Boys needed privacy, so canvas screens had to be rigged. They had other peculiarities. Although they used the "heads" they declared it was against their religion to pump water for flushing out. Again, they refused to eat the small sheep if killed by a white man. They were allowed to kill in their own way, but they were induced to pump water.

RETURN TO ADEN

After a few weeks of these conditions, sickness developed amongst the Seedie Boys which spread to the white ratings. Although there was a surgeon lieutenant on board, he was unable to cope and the captain had no alternative but to request permission to return to Aden.

On leaving Perim, Proserpine had been at sea 33 consecutive nights and many intermittent days. With poor food, little sleep and trying climatic conditions, the strain had been intense. I never thought that I would ever look forward to going to a place like Aden for a rest.

Fresh cases of illness occurred daily and on arrival at Aden a large number of Seedie Boys and white ratings, together with every officer except the captain and myself, were discharged to hospital. The white ratings recovered, but unfortunately quite a number of Seedie Boys died.

(To be continued)



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

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'I intend to enter Hong Kong tomorrow'

NAVY TAKES OVER Japanese help to keep order

(Capt. H. F. Waight, Royal Navy, who had been relieved as the Senior British Naval Officer, Manus, was looking forward to returning to the United Kingdom when news was received of the surrender of Japan. Instead of leave, however, he was instructed to take command of a Special Port Party as Naval Officer in Charge, and proceed to Hong Kong.)

ON my return to Manus from Sydney (see "The Manus Story" in previous issues of "Navy News"), after a round trip of nearly 6,000 miles by air, I reported to Rear-Admiral Harcourt on board H.M.S. Indomitable to request instructions. We had met many times before at Admiralty House, Malta, when I was "Captain, Plans" on the staff of Vice-Admiral, Malta, preparing for the sailing of the Malta convoy for the invasion of Sicily. He said how pleased he was to know that I was going to Hong Kong, and he arranged for me to take passage in the aircraft carrier H.M.S. Venables.

TASK FORCE SAILS

H.M.S. Indomitable, wearing the flag of Rear-Admiral Harcourt, with the 11th Aircraft Carrier Squadron, sailed from Manus on August 19, 1945, a few hours after my arrival, for Subic Bay in the Philippines, to rendezvous with the remainder of the Task Force of cruisers, destroyers, minesweepers and H.M.S. Maidstone and a flotilla of submarines, calling at Leyte and arriving at Subic Bay on August 26, when a conference took place on board the flagship. The Task Force sailed for the operation of the liberation of Hong Kong the following day.

The Hong Kong Port Party, which had been hastily scraped together, was, with myself, transferred to H.M.S. Maidstone. The re-capture of Hong Kong was to be a purely naval operation: events had moved much too quickly for the formation and transport of a military force, although arrangements were made for a rapid follow-up. Consequently, seamen ratings in the ships of the Task Force were formed into companies and battalions and given some drill in readiness to land with the Royal Marines. They were to take over from the Japanese if they surrendered quietly or to become a fighting force if resistance was encountered.

A SHARP REPLY

On the afternoon of August 29, as the Squadron was anchoring off the Island of Tankin, adjacent to Hong Kong, which included the signal from Major-General Fukuchi in Hong Kong, which included the sentences—"We hope that your Squadron might enter Hong Kong on Friday, August 31" and "Concerning the exact time of your entrance, we will negotiate with you later on." To this message Rear-Admiral Harcourt replied sharply and to the point, "I intend to enter Hong Kong tomorrow, Thursday, August 30 about noon. Exact time will be communicated later."

We were now all keyed up and ready

for action. Accordingly, at first light on August 30, sweepers swept the approaches to Lyemun Pass, the channel leading into Hong Kong harbour, and the submarine, H.M.S. Selene was instructed to investigate the entrance.

At about 1100 the fleet weighed anchor, (the Admiral's flag had been transferred to H.M.S. Swiftsure), and the Admiral led the fleet into Hong Kong harbour.

Fortunately there was no opposition. The Royal Marines and the naval battalions landed and took possession of the dockyard. H.M.S. Maidstone was unable to take part in this specta-

THE HONG KONG STORY

By
Captain H. F. WAIGHT
O.B.E., R.N., (ret.)

cular entrance of the fleet, (she was anchored at short stay off the entrance), but as there had been no armed resistance she was ordered to proceed into harbour and secure alongside and land the Port Party.

P.O.W.s. GAVE A HAND

We berthed about 1400 and what a wonderful sight it was to see a large number of naval officers, of all ranks, ex-prisoners of war, who had formed themselves into a berthing party and secured the wires of Maidstone. How pleased and happy they were to welcome the Royal Navy once more after three and a half years in captivity, solitary confinement, cruel and humiliating treatment on almost starvation diet. Some were so weak that it was a tax on their strength to handle the wires. I was most proud to shake them by the hand.

As soon as the brow to the shore had been connected I landed with my very expert specialist officers to carry out a reconnaissance of the Dockyard which was now in possession of the fleet battalions. The dockyard gates had



The original group of Specialist Officers—The Hong Kong Pioneers. Lieut. Walsh, R.N.V.R. (Signals Officer), Lieut.-Cdr. Macdonald, R.N. (Engineer Officer), Cdr. Mills, R.N.V.R. (Civil Engineer Officer), Cdr. Nash, R.N. (Electrical Engineer Officer), Capt. Waight, R.N. (Captain Superintendent), Lieut. Craig-Waller, Secretary to Captain Superintendent. H.M.S. Maidstone is in the background.

been closed as there were many hundreds of Chinese milling around and shouting cries of welcome. The situation was a bit delicate as a Japanese strong point, bristling with machine guns occupied a position immediately opposite the gates, so anything could happen.

TRIGGER-HAPPY

As I was attempting to sum up the position I heard the rattle of a machine gun inside the dockyard and quite close to the gates. On investigation I found a party of trigger-happy Royal Marines letting loose at imaginary enemies on buildings opposite. This was the only firing which took place during the re-occupation and it could have resulted in trouble if it had not been checked quickly.

Having assured myself that the situation appeared to be completely under control a survey of the dockyard commenced in earnest. The three most important points were (1) the supply of electric light and power, (2) the supply of fresh water, and (3) accommodation.

Cdr. Nash, Royal Navy, the electrical Engineer, inspected the power station and found the dynamos and switch gear in order and there was available a small supply of diesel oil. The Civil Engineer, Cdr. Mills, Royal Naval Volunteer Reserve, located the water supply, which was reasonable. The dockyard offices, which had been used as messes by the Japanese were adequate for present needs, although dirty and infested with mosquitoes.

The Port Party was got ashore and housed in the offices before dark. A large cookhouse was available, but as there was no coal it had to be fired by wood. Cdr. Nash and his staff managed to supply electric light until midnight. The Port Party were not comfortable by any means in its temporary quarters, but the spirit of adventure still ran high and all ranks and ratings made the best of what was available.

There had been no fighting and it was possible to go to sleep without the fear of a bombing raid which had happened so often under similar circumstances when serving in captured ports in the Middle East.

A CHAOTIC DAY

The following day was chaotic. The armed naval battalions moved out of the dockyard whilst, much to my satisfaction, the Royal Marines assumed guard duties for the dockyard. Sikh police reported for duty and Chinese coolies were engaged by the hundred for cleaning-up purposes. Arrangements were made for a daily supply of diesel oil to be landed for use in the power station.

The most important action of all was a detailed survey of the dockyard, half of which had been completely flattened. It was found that the Electrical Workshop and Submarine Battery Charging Shed had been destroyed, but the Pumping Station and most of the main workshop machinery was in working order.

The machines and boilers could only be tested by raising steam, and there wasn't a knob of coal available on the

island or at Kowloon. Lt.-Cdr. (E) Macdonald, Royal Navy, of the Port Party, assumed the duties of engineer manager of the yard and made a stupendous effort to obtain a sufficient supply of wood in readiness to raise steam in the pumping station.

VESSELS SCUTTLED

The Admiralty Dock was flooded and the caisson also was flooded and resting on the chocks in the middle of the dock. All electric cranes had been sabotaged and vessels had been sunk off the inside of the four walls of the dockyard basin. Here then were many problems to overcome, all of which depended to a large extent on a supply of coal.

Rear-Admiral Harcourt had been appointed the Commander-in-Chief,

Hong Kong, and many problems were resting on his shoulders. It had been found that the naval forces available on shore were not sufficient to maintain law and order and the Japanese commander agreed to assist by keeping his strong points manned until the Army detachments now about to arrive, could take over.

Another problem was that no Hong Kong currency was available as it had been taken to Singapore before Hong Kong had surrendered to the Japanese.

Here then was a most curious situation. The British had re-occupied Hong Kong but had requested the Japanese to help maintain law and order. The only currency available was the Japanese yen and these were being freely

(Continued on page 12, column 3)

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SEVENOAKS SHIPMATES HELP GUEST WITH HIS PET APPEAL

STARTING with only a handful of Shipmates three years ago, the Sevenoaks branch of the Royal Naval Association is now one of the strongest branches in the area, and the Annual Dinner on April 14 was an occasion to be remembered.

Among the guests were Admiral Sir Henry Moore and Lady Moore, Colonel A. C. Barnard, Chairman of the Sevenoaks Urban District Council and Mrs. Barnard, and Mr. J. Boakes, President of the Sevenoaks Chamber of Trade and Mrs. Boakes.

The main toast of the evening was by Colonel Barnard who commented on the 400 per cent. increase in membership and referred to the fact that there were so many of the younger generation present—a refreshing state of affairs.

During his speech Colonel Barnard mentioned his pet appeal—the target of £5,000 for the Cobalt unit at Pembury, and, before the evening was over, the shipmates, helped by a handsome donation from Admiral Moore, handed Colonel Barnard £18 3s. Lieut.-Cdr. Grove White, the presi-

dent of the branch, in his speech paid tribute to Colonel Barnard and went on to speak of the aims and objects of the Association and the manner in which a shipmate pledged himself to help those who "went aground" through no fault of their own.

The Chairman of the branch, Shipmate E. Shandley proposed the toast of the Visitors. Mr. Boakes and Admiral Moore also spoke, Admiral Moore saying that the evening was the liveliest of its kind he could remember.

MAINBRACE SPLICED

The Secretary, Shipmate C. F. Tinker presented Colonel Barnard and Admiral Moore with their badges and during the evening the mainbrace was spliced in time-honoured fashion at the invitation of Shipmate F. Hull, vice-president of the branch.

SURREY VISITORS TO HERMES

THE members of the Hershham and Walton Branch of the Royal Naval Association went "ship-visiting" on May 13 when they visited Portsmouth.

Through the good offices of the staff of the Commander-in-Chief, Portsmouth, and Rear-Admiral R. Cobb, a vice-president of the branch, the shipmates went on board H.M.S. Hermes. The trip was an enormous success and the members thank those who made the visit possible, including those mentioned, the Captain of H.M.S. Hermes, Lieut. Gibbs and the ratings who acted as guides and did so much to make the tour so interesting.

The cooks who provided tea must not be forgotten nor must the secretary of the Portsmouth Branch of the Association and the members of that branch who entertained the visitors after the visit to the ship.

DARLINGTON NEEDS NEW QUARTERS

THE Darlington branch of the Royal Naval Association is still searching for a site on which to build new headquarters. The members regard the matter as urgent for larger premises are essential if the branch is to hold its present membership, let alone increase it.

The annual competition for the Bramwell and Harbron Shield, for darts, dominoes and whist, between the members of the Darlington Blind Club and branch members will take place on June 14 at the branch headquarters. The members of the Blind Club will be transported to the headquarters and after the games and light refreshments will be escorted home again.

The Ladies Section is having its annual outing on June 24, when the members of the section are to have a round trip, by coach, through the Lake District to Morecambe.

Good work of Portland Secretary recognised

AFTER six years of hard and loyal work for the Portland branch of the Royal Naval Association, Shipmate B. Coleman officiated as secretary for the last time on May 3.

The President, Chairman and all members of the branch wish Shipmate and Mrs. Coleman the best of luck in their new venture—a small guest house in Weymouth—which has necessitated his resignation from the office of Hon. Secretary. The guest house will be in commission from June to September, with special prices to R.N.A. members. (Address from the Portland Secretary).

In spite of his move Shipmate Coleman will still remain a member of the Portland branch and be able to give a guiding hand to his relief, Shipmate E. Jackson, 42 King Street, Portland.

Until September 30 the monthly branch meetings are to be held at the R.N. Officers' Club. At the first meeting in May the members were glad to welcome Capt. G. T. S. Gray, Royal Navy and Mrs. Gray, together with the branch chaplain, the Rev. W. L. J. Bedder and Mrs. Bedder.

PRESENTATIONS

Shipmate W. Powell, the branch Vice-Chairman asked Capt. Gray to present to the President, Shipmate Lieut. A. Heron, R.N. (ret.), the branch House Flag, in memory of the branch's

Founder President, the late Capt. G. L. MacLennan, R.N.

Capt. Gray also presented prizes to the Small-Bore Rifle Team led by Shipmate S. Barnes.

The retiring Secretary, Shipmate Coleman, was presented with a tankard suitably inscribed to mark the appreciation of the members for his work for the branch. Shipmate Coleman suitably replied.

CALLING ALL R.N.A. BULL- SHOOTERS

THE Portland branch .22 Club would like to challenge any other branch to a small-bore postal shoot. Drop a line to the undersigned and we will work out the details.

I can hear some saying, "We haven't got a .22 Club." Why not join a local small-bore club and shoot as a team—a team comprising five.

Who knows—perhaps we might have a Royal Naval Association league, governed by the National Small-Bore Rifle Association and a trophy given by Headquarters?

Well, there you are. I have fired the first shot. Now let's see if some of you can follow up with a broadside.—S. J. BARNES, Hon. Secretary, Portland Branch Rifle Club, 34 Pound Piece, Portland.

TROPHIES HANDED BACK

WHEN the Whitstable branch of the Royal Naval Association was first formed, they were asked to take into their care and custody, certain trophies belonging to the Sheerness branch of the association which was closing down owing to lack of support.

At the time, Whitstable said they would undertake this sad duty but looked forward to one day being able to take the trophies back to the Isle of Sheppey.

This they were able to do on May 11 when a strong contingent of the branch visited the newly formed Queenborough branch.

In his handing-over speech, the chairman, Shipmate Harold Pittock, said how very pleased Whitstable were to be able to bring the trophies back to their rightful place on the island and at the same time reduce the amount of work when Whitstable went to "Brightwork Stations."

A very pleasant social evening then followed and both branches look forward to many happy evenings together.

The Portsmouth Committee of the Royal Naval Benevolent Trust disbursed £12,159 during the quarter ended March 31. Applications were 1,344, the number of applicants actually given assistance being 1,100.

Annual Conference

A GOLDEN opportunity for publicising the Royal Naval Association takes place on the day following the Annual Conference.

On Sunday, June 24, there is to be a Drumhead Service on the Horse Guards Parade at which a new Standard, presented by the Deputy President of No. 1 Area, Shipmate J. L. Bates, will be dedicated in the presence of the Mayor of the City of Westminster.

The Parade will assemble, in Wellington Barracks at 10.15 a.m., move off at 10.30 and the Service will commence at 11 a.m. After the Service the parade will return to Wellington Barracks for dispersal.

The N.A.A.F.I. canteen at the Barracks will be available for those taking part in the Parade and their friends.

On the day of the Conference, Saturday, June 23, a buffet tea will be served, on completion of the Conference, at the 515 Coy Drill Hall at the Duke of York's Headquarters. After tea the hall will be cleared and there will be dancing until midnight. There will also be a cabaret.

The 126 Committee, formed from Nos. 1, 2 and 6 Areas, has gone to a lot of trouble in an effort to entertain the delegates and visitors to the Conference, and to bring the Association to the notice of the public, and it is to be hoped that there will be plenty of support for the Parade and Service.

Sixty sailors at Mortlake

THE Barnes and Mortlake branch of the Royal Naval Association entertained 60 serving members of the Royal Navy at a social evening during April. The guests came from H.M. Ships Virago and Venus which were paying a goodwill visit to London.

The Captain of H.M.S. Virago, in a letter to the Social Secretary of the branch, said "The evening at Mortlake was very greatly enjoyed by all who went from the two ships and the Commanding Officer of Venus and myself are most grateful to you and your shipmates of the Barnes and Mortlake branch of the Royal Naval Association—and, of course, to their wives who must have worked very hard to produce such excellent refreshments."

He went on to say that the two ships would be visiting London again in September, the Commander-in-Chief, Home Fleet, Admiral Sir Wilfrid Woods, being embarked. An invitation for a party from the branch to visit the ships was extended and the Captain concluded—"If you are able to arrange another Social Evening at Wigan Hall I know the ships' companies of Virago and Venus would be very pleased."

The Deputy Area Chairman, Shipmate Bates and Mrs. Bates, and members from Twickenham, Camberwell, Dorking and other branches enjoyed a thoroughly good evening with the men from Virago and Venus.

GENEROUS EFFORT BY WEAR



(Picture by Courtesy of Sunderland Echo.)

THE Sunderland branch of the Leukaemia Research Foundation have good reason to be thankful to the Wear (Sunderland) branch of the Royal Naval Association.

The local Leukaemia branch and fund-raising committee was first started in the R.N.A. Headquarters in Roker Avenue, Sunderland, and the officials returned one evening recently to receive a cheque for £38 2s. 6d.

This amount was the proceeds of a very enjoyable concert and social evening which all artists and officials gave their services, and to which many other shipmates, together with local tradespeople and R.N.A. staff had made generous contributions.

The Rector of Sunderland Parish Church, the Rev. Ronald Russell, who is Chaplain to both the R.N.A. branch and the Sunderland branch of the

Royal Air Force Association, is pictured receiving the cheque from Shipmate "Andy" Johnson, R.N.A. The picture shows Shipmate E. Harrison, Branch Welfare Officer,

Rev. R. Russell, Shipmate K. Nelson, Branch Entertainments Chairman, Shipmate A. Johnson, Shipmate G. Gibson, Branch Vice-Chairman and Shipmate W. Thornton.

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SHE SERVED ON EVERY STATION

AFTER steaming 97,000 miles in two years, a distance which has ranged from the Arctic North of Iceland to South of the Equator in the Indian Ocean, and from Hokkaido, the northernmost island of Japan to Trinidad and from Borneo to Newfoundland, spending six months in one ship and 18 in another, the ship's company of H.M.S. Rocket (Cdr. A. S. Morton, Royal Navy), returned to Portsmouth on May 11.

AMPHIBIOUS WARFARE

(Continued from page 7, column 5)

as a team, for it only needs one tank to get stuck to foil the whole operation. When all personnel and vehicles have been re-embarked, the squadron will form up again and take departure under the lead of the headquarters ship.

NEW LANDING CRAFT

At the present moment the Amphibious Warfare Squadron is stationed in the Persian Gulf, which has been the scene of minor uprisings and troubles for many centuries. The extremely difficult climatic conditions of intense heat and high humidity, severely test the endurance and stamina of all those concerned with amphibious operations. For the future, it is hoped that a new generation of landing craft will soon be at sea with vastly improved ships and equipment, capable of increasing the speed and effectiveness of amphibious landings which are without a doubt, in these days of cold wars and small local outbursts, a thoroughly reliable and effective steadying influence.

Commissioning H.M.S. Undine in April, 1960, the officers and crew transferred to H.M.S. Rocket in November, the commission has been a two-year General Service one with the Home Fleet and East of Suez, finishing up with the last ten weeks in the Mediterranean and West Indies. In the course of their 97,000 miles journeyings the ship's company have served in the area of every Royal Naval sea commander.

In addition to the normal naval activities of exercises and courtesy visits, the ship spent an eventful patrol during the fishery dispute off Iceland, chased pirates in the Celebes Sea and mutineers in the South China Sea. The ship picked up a seriously ill man in the Atlantic and extinguished a major fire in a tanker, the Angle Maersk, in the Caribbean.

Relatives and friends of the ship's company welcomed the frigate when she arrived flying her paying-off pendant.

H.M.S. Rocket is to go to Rosyth for refit.

FRIGATE VISITS LONDON

H.M.S. Ashanti, the first of the new Tribal Class frigates, will visit London from June 5 to 12.

The ship will be moored opposite the Tower of London and will be open to the public on Saturday, June 9, and Sunday, June 10, from 2.30 p.m. until 5.30 p.m.

Navy Days will be held at Rosyth on June 9 and 10.

Navy Days will be held at Portland on June 9, 10 and 11.

Cheam looks forward to Jubilee Year

WHEN the Cheam and Worcester Park branch of the Royal Naval Association held its annual dinner on April 21, 68 shipmates and guests were present and enjoyed a first-class evening.

The guests included the Mayor of Sutton and Cheam, Councillor P. P. Oscar Mitchell, J.P. and Mrs. Mitchell, Vice-President Shipmate Alderman W. L. Hasted and Mrs. Hasted, Vice-President Norman Joseph, C.B.E., and Mr. W. Collins, Chairman of the Cheam Social Club and Mrs. Collins.

Before the toasts a telegram from H.M. The Queen was read and then the branch Chairman, Shipmate V. Bailey proposed the Loyal Toast.

The toast to the Association was proposed by Shipmate Alderman Hasted who said he was glad to see branch membership increasing but he would have liked more support at the dinner. Next year, when the branch celebrates its Jubilee year, he hoped that he would see at least twice as many.

Mr. Collins proposed the toast to the Queen and Worcester Park Branch, congratulating the members on the splendid spirit created at branch gatherings and social occasions. Four branch members were on his Social Club Committee and very useful members they were.

The branch Chairman welcomed all the guests and in response to this toast the Mayor, who said he was very closely connected with the sea, in thanking the branch for inviting him and the Mayoress, wondered whether amalgamating with other branches would lead to a larger gathering.

Classified Advertisements . . .

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THIS COMPANY is prepared to accept Applications from non-Commissioned Personnel to train for the position of Off-Licence Sales Manager. A training period of three months will be given; this in addition to those who are available to carry out an E.V.T. Course. It may be of interest to Applicants to know that this Company is nearly 80% manned by Personnel from the Royal Navy. Applicants should be married and in possession of a current driving

licence. It is essential that all those considering this position should be keen on a Sales Career. All Applicants may be required after their initial training period to carry out Relief Duties. The position of an Off-Licence Sales Manager carries with it a good commencing salary together with a Pension, plus commission, and free living accommodation. Those who are interested should request an Application Form from the Galleon Wine Company Limited, Trinity Chambers, 32 Trinity Square London, E.C.3.

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COINCIDENCE

THE long arm of coincidence was shown when Mr. George Tagg, of Hanley, a radio "ham" received from a 14-year-old boy a listener's report. The report said that the listener's home town was Topsham.

The name rang a bell and Mr. Tagg asked the listener to inquire whether there was an ex-Naval man in his area who was at H.M.W/T Station, Mount Pearl, St. John's, Newfoundland, in 1919.

The 14-year-old boy replied with photographs of his great uncle, Mr. Tagg's old shipmate, who is now 76.

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Vacancies for Constables exist in the Admiralty Constabulary. Initial appointment will be on temporary basis with prospects of permanent and pensionable service. Commencing pay of entrants is £550 a year, with nine annual increments of £25, making a total of £775. After 17 years' service a further increment of £25 is awarded making a final total of £800 a year. Uniform and boots are provided. There are good prospects of promotion. Candidates must be of exemplary character, between 21 and 48 years of age, at least 5' 7" in height (bare feet), and of British nationality. Prior to appointment they will be required to pass a medical examination and an educational test (unless holding a Service Certificate of Education). Educational tests are held quarterly in Portsmouth, Devonport and Rosyth; and at Londonderry, Northern Ireland.

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Admiralty Constabulary, Admiralty, London, S.W.1

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The Portsmouth Field Gun crews and their trainers

SIXTEEN SECONDS TO GO

BY NAVY NEWS
CORRESPONDENT

FOR the past three months the Portsmouth Command Field Gun Crew has steadily brought its running times down. The fastest time to date is 3 min. 16 sec.

Over the next few weeks until the tournament, it is intended to "knock off" the last 16 seconds and thus to stand a chance in this highly competitive display. The Plymouth Command and the Air Command teams are steadily going ahead with their training—each team determined to "bring home the bacon."

The training sessions involve a tremendous amount of hard work and, in the case of Portsmouth, this has been rewarded by a couple of "nights out."

At the beginning of the season a highly successful dance was held and last month the team visited a London brewery. This was great fun and appreciated by all.

Readers who cannot get to Earl's Court for the Tournament have opportunities to see, what is generally agreed, probably the most popular item of the show, the Field Gun Run, whilst the teams are practicing. The "public" runs are held every Thursday evening at Portsmouth, in the Royal Naval Barracks, at 7.15 p.m.

PRIZE—THREE MATCHES IN FIVE DAYS

AS winners of the Inter-Services tournament in Malta the Navy XV qualified for the prize—a tour of Tripoli. Three matches were played in five days and the Navy team won them all.

The first game was against the R.A.F. and a very exhilarating game it was; the Navy quickly got on top and gave a fine exhibition of fast and open football; winning the match by 51 points to 5.

Two days later they met the Army. Although this was tougher opposition, the Navy team still played attractive, open football which paid off, because the Army were beaten by 27 points to 9.

In their final game, the opposition was provided by the Combined Services (Tripoli). Although light rain in the early stages made handling difficult, the Navy insisted on open play, and once the ground dried out the spectators were treated to a very good match. It was only in the later stages that the Navy really got on top, but once they did the issue was never in doubt. The final score was: Navy, 18; Combined Services, 6.

The outstanding feature of the tour was the fitness of the Navy players, who slowed down each opposing team in the second half. In general, much sparkling football was produced. The Tripoli teams never gave up trying, but were no real match for the sailors, as the aggregate scores of 96 points against 20 reflect.

Mint Tea for footballers

H.M.S. Rooke's (Gibraltar) football team recently played the Royal Moroccan Navy at Casablanca, winning by 4 goals to 3.

The Rooke team travelled from Tangier to Casablanca by train and were given an enormous lunch before playing the match at the Shell Company's sports ground.

The match was very even and good, except for the last few minutes, when it tended to deteriorate into something of a hacking match. A section of the Moroccan Army Band enlivened the proceedings and the Flag Officer, Gibraltar, was received at the ground by a Moroccan Naval guard of honour.

After the match there was a short reception for the two teams given by the Royal Moroccan Navy, after which they joined their ladies, who had also watched the match, at a Moroccan tea party given at the house of one of the Moroccan naval officers.

whisky and soda followed close behind the mint tea.

At the end of the match itself the Flag Officer, Gibraltar, presented a shield to the captain of the Moroccan Navy team. This shield was bought by H.M.S. Rooke, and is for competition between H.M.S. Rooke and the Moroccan Navy either in Morocco or at Gibraltar whenever opportunity offers. The shield will be retained by the Royal Moroccan Navy and the result of each match will be inscribed on it.

The atmosphere throughout was most cordial and there is little doubt that the expedition considerably helped to improve relations between the two navies.

Singapore Services beat Peruvians

THE Singapore Services' football team recently played three hard games against the Peruvian touring team Sporting Crystal.

The first match was drawn 2—2, the second was abandoned because of the unruly behaviour of the spectators when Crystal were leading 1—0. In the third game the Services' team put up a wonderful exhibition, winning by one goal to nil. The only other team to beat Crystal during their tour was the Selangor State team.

The Services' team was captained by P.O. Coates, H.M.S. Terror. Other Navy representatives were R.E.M. Ashworth, H.M.S. Bulwark, Mne. Moseley, 3 Cdo. Bde., and Cpl. Newton, 3 Cdo. Bde.

THE HONG KONG STORY

(Continued from page 9, column 5)

used by the Chinese population and accepted by the business houses. Many bundles of Japanese yen notes had been discovered by ratings in the dockyard and there was a spending spree going on, buying curios, etc., with Japanese money. This must have been a situation without parallel—one thoroughly enjoyed by the ratings holding yen notes.

On September 2 I sought an interview with Admiral Harcourt and pointed out that with the staff I had available I could not, effectively, execute the duties of naval officer in charge. It was agreed that Port Duties would be carried out by H.M.S. Indomitable and I was appointed as captain superintendent of Hong Kong Dockyards (there were several). I was to have a free hand in dealing with the many problems awaiting solution. A commodore had been appointed and would soon be arriving, but the dockyards, repairs, dockings, refits, etc., would be my responsibility.

As a temporary measure I was to take on my staff all the officers who had been prisoners of war. This gave me very great pleasure.

On September 3, the military forces having arrived, the Japanese on Hong Kong Island were interned.

(To be continued)

THE NAVY'S NURSES

BY HARLEY DICKSON

THE nurses of Britain now seeking long overdue pay increases have whole-hearted public sympathy which may eventually carry them to success.

Poor pay of nurses is not a particular anomaly of the present century however, and it is unlikely that any of the present day nurses will ever find themselves in the plight of Elizabeth Alkin who, at the outbreak of the war with the Dutch in 1652 petitioned that she might be allowed to nurse maimed seamen.

She expended her own money so freely that in 1653 she wrote to the Admiralty saying that she had been reduced to destitution. Her devotion was the exception rather than the rule, but her unselfish service directed the Admiralty's attention to the needs of the disabled.

FIRST NAVAL HOSPITAL

In 1689 the first Naval Hospital was started at Plymouth. Later, a larger hospital was built at Haslar, near Portsmouth.

In all the hospitals the nursing was done by untrained women and the standard of care was poor. Often,

hospital labourers were called upon to prepare dressings. This unsatisfactory scheme continued for several years, but in 1854, the year Miss Florence Nightingale went to the Crimea, male nurses began to take their place in Naval Hospitals, this system having been found satisfactory at sea.

TRAINED NURSES

The results of this system in ships was found most satisfactory as in 1883 a Board of Admiralty decided to institute the enlistment of Sick Berth Staff for employment both at sea and ashore.

The passage of time brought improvements and further changes later resulting in the introduction of trained nurses for service in a supervisory capacity in the Naval Hospitals ashore. These nurses wear the now familiar uniform of Queen Alexandra's Royal Naval Nursing Service and work together with their male counterparts towards maintaining the fitness enjoyed by the men of the Royal Navy.

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FOR THE LOWER DECK

Most servicemen have made plans for the future. There will be things they want to do, things they want to buy . . . furnishing a home, children to educate . . .

Like nearly everything these days, ambitions are often expensive to realize and, if a man is to fulfil his plans for himself and his family, he will need to begin saving now.

To-day, whilst you are still serving, is the time to start.

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Belfast's crew is dazed by American welcome

LONELY FLAG OF 'BATTLESHIP ROW'

Hidden drugs found

BY NAVY NEWS CORRESPONDENT

CONTINUING the long journey home to England from the Far East Station by way of the Pacific and the American Continent, H.M.S. Belfast sailed from Guam on April 9, bound for Pearl Harbour.

After a 10-day passage, crossing the International Date Line on April 14, with only an occasional albatross over our wake, we arrived at the island of Oahu whose capital city is Honolulu. Pearl Harbour where we berthed is the United States Naval Dockyard and is

the main base for naval operations in the Pacific by the Americans.

"BATTLESHIP ROW"

On entering we passed the famous " Battleship Row," where seven battleships were sunk or damaged by the Japanese in December, 1941. One of these battleships, the U.S.S. Arizona, carried over 1,100 men to the bottom of Pearl Harbour where they remain entombed to this day. The ship has never been taken out of commission and today a lonely flag marks the spot where Arizona lies. H.M.S. Belfast paid the normal marks of respect to a ship in commission as we passed by. A memorial to those who lost their lives in the Japanese attack is now being built over the remains of the Arizona.

Capt. Cook, who discovered the islands in 1778, would be surprised at the changes that have taken place since his time. And so were those of us who expected deserted, white-sand beaches with a dusky maiden under the waving coconut palms waiting to present garlands of flowers to the man of her choice. The beach hotels, skyscrapers, large cars and tourists are a far cry from Capt. Cook's days.

After being made to feel very welcome indeed during her four day's stay, Belfast sailed for San Francisco on Easter Sunday, April 22.

DRUGS DISCOVERED

From information received we learned that the ship was probably being used to transport quantities of heroin and opium. The captain had sometime previously told the ship's company that this might happen. Searching a warship the size of Belfast for small, easily hidden packages presented a formidable task, but soon after leaving Pearl Harbour a suitcase containing large quantities of illicit drugs was discovered.

The ship arrived at San Francisco on April 28. It is difficult to imagine a more elegant, charming, beautifully located city than San Francisco. Tremendous thought and care has obviously gone into its planning and construction, and it is kept immaculate. From the moment we passed under the Golden Gate Bridge, through a cloud of white-clad sailing boats, and saw the city laid out in the hills and valleys, we suspected that this was a city we would never forget. And how right we were.

THOUSANDS OF VISITORS

Invitations poured in from all sides. Those in the ship were almost dazed with their reception and the ship's company ashore in uniform were surrounded by friendly strangers all anxious to talk about Britain and America. On open days, visitors flooded on to the ship in their thousands, the queue at times extending the length of the ship, along the jetty and out into the street.

It was with regret that Belfast left San Francisco for Seattle on May 5, where we arrived on May 7. As we moved along the Sound in the early morning, the weather was perfect; very cold and bright. Pine forested slopes swept down to the smooth water of the Sound with houses clustered along the water line. In the distance could be seen snow-capped mountains, the snow looking like pink icing in the early morning sun.

WORLD'S FAIR

The result of seven years' planning coincided with our visit, for the World's Fair is being held in Seattle at the moment. Volunteers were called for from the ship's company to stand guard at the British Pavilion. The response was, naturally, tremendous. Four sailors, four Royal Marines and two sergeants were eventually selected and they stayed behind in Seattle when the ship sailed for Vancouver on May 11, rejoining the ship at Victoria on May 20.

Seattle represented our last visit to American soil. It must be said that the Americans have no superior in the realms of hospitality. During the commission we have visited the Philippines, Guam, Pearl Harbour, San Francisco and Seattle, and have always found a tremendous welcome. We can only hope that they have enjoyed our company as much as we have certainly enjoyed theirs.

An account of the ship's visit to Vancouver and Victoria will be included in the next issue of NAVY NEWS.

The First Sea Lord will visit R.N. Air Station, Lossiemouth, to open the new Junior Ratings' Mess Recreation spaces, on June 8.

HOW WISE SHOULD A 'KILLICK' BE?

The next education test for leading rate will take place on July 3. Despite the fact that some of the advancement rosters are "dry," there are many men in the Service who cannot be advanced because they are not qualified educationally. An experienced instructor officer remarked recently that the majority of men in the Navy could pass this examination if only they would put just a little effort into doing so. Is your advancement being held up because you have not passed E.T.L.R.?

A NAVAL ship offers one of the finest examples in the world of devolution of responsibility. Any experienced sailor will tell you that the good ship is the one where everyone from the Captain of the Ship to the Captain of the Heads knows his job and understands the responsibility that goes with it.

It's easy for the three-badged A.B.—he usually has a simple job and little responsibility. What he knows is by dint of long practice.

But what about the young killick? In a sense the organisation of the whole ship centres on him. Every messdeck, every working party, every task which the able and ordinary ratings in a ship can do calls for the direct supervision of a Leading Hand. In the last analysis the will of the captain is exercised largely through his killicks.

The ability to take charge of men and situations on or between decks is a queer mixture of what you are, what you know, and how you think—particularly this last one!

BRAINS AND PERSONALITY

Centuries ago, the Navy realised that it required officers with brains as well as personality. Fifty years ago, with the dawn of a technical navy on the horizon, it woke up to the fact that even the most natural leader at messdeck level had to develop certain specific abilities if he was to control men successfully. These were (a) the ability to put together the essential facts of a simple situation and arrive at a sound conclusion; and (b) the ability to make himself understood in the Queen's English.

It's little use him being tough, looking reliable—knowing a lot—if his reasoning is shaky or he can't put what he knows and what he wants across to the other chap.

Increase your Pension

LAST year the Admiralty was able to approve a higher proportion of applications to re-engage to complete 27 years' service than in the past, and this trend should continue, though not equally in all branches.

There are considerable financial advantages of re-engaging to complete 27 years' pensionable service, the additions for pension being double for each additional year of reckonable service after completion of 22 years and there is a proportionate increase in the Terminal Grant.

All suitably qualified applicants can be accepted in the following branches and, in fact, the Admiralty would welcome an increase in the number of applicants in these branches, viz., Seaman, Engine Room Artificer, Mechanician, Engineering Mechanic, Stores (V) and all Electrical branches (General Service and Fleet Air Arm.) A limited number of applicants can be accepted in the Sick Berth, Stores (S), Cook, Steward, Communications, Naval Airman, Naval Air Mechanic and Ordnance Artificer branches.

In the Shipwright Artificer, Artisan, Aircraft Artificer, Aircraft Mechanician, Sailmaker, Regulating and Writer branches only outstanding ratings can be accepted.

RE-APPLICATIONS

The numbers required, and the branches for which men are needed, vary from time to time, and the various classifications given above are a present guide to those men contemplating applying to re-engage for a "fifth five."

Re-engagement is not restricted to senior ratings. Leading ratings and below are eligible to apply and ratings belonging to those branches in which all suitably qualified applicants can be accepted, i.e., Seaman, etc., and those in branches where a limited number can be accepted, i.e., Sick Berth, etc., whose applications have already been refused may apply again now even though six months have not elapsed since the date of refusal.

The Admiralty states that the advancement and pension prospects of ratings on normal engagements will be safeguarded.

It was because of this that, at the beginning of this century, the Admiralty decided to introduce a simple test in reasoning and use of the mother tongue for every qualifying Leading Hand. At first it was called Educational Test No. One; and it has gone on ever since without much change in style or standard for a very good reason. For 50 years or more, the test has been acknowledged by everybody as a fair and desirable measure of the minimum educational ability a man needs if he is to take charge of other people.

Nowadays it is actually called the Educational Test for Leading Rate—but it is still a simple test of a man's ability to work things out and put his thoughts into words. These are basic skills which we need in everyday life and they are instilled into us as children in a primary school.

STARTLED FAWNS

Yet, in these enlightened days, there are many ratings in the Royal Navy who know enough about their job to be qualified professionally for a hook, who have been around long enough with men to be recommended for responsibility, but who have not qualified educationally by passing their E.T.L.R. Ninety per cent. of these would-be leaders shy like startled fawns if you suggest that it is reasonable to expect them to be able to work out a simple problem and write a decent sentence—particularly after 10 or more years' schooling.

Twenty-five years ago, a sailor in any branch wouldn't have thought it right at all to expect to "ship a hook" without demonstrating his ability to measure up to the job in these two respects. After all, he was going on to be a Petty Officer and a Chief. Who wants a Chief who is illiterate?

Now what has the modern killick got which makes it unnecessary for him to speak or write simple English or add two and two together to make four rather than five? What is the matter with these odd characters who hope for a Leading Rate's pay without being able to work out how much it is or without being able to find the words to say how they earn it?

NOT THE "RAG TRADE"

It is time the young hopefuls got their facts sorted out. This is the Navy—not the rag trade! To make this piece of elaborate ironmongery we call a warship tick properly, the Captain and every officer has had to pass in school subjects at advanced level in his early training before he could be entrusted with responsibility.

It's just as important for the sailor to prove at his level that he can think and talk straight before he is put in charge of anything except the ship's cat. It's more important than it ever was—look around you! There isn't really room for a duffer in a modern warship—except the schoolroom!

A 'FIFE' FOR THE NAVY

IT has been announced that the fifth of the Royal Navy's Guided Missile Destroyers—the "County" class—will have the name Fife.

The first four of this class are the Devonshire, the Hampshire, the Kent and the London. There is to be a sixth ship, but the name has not yet been announced.

Duke to open Games at Perth

WHEN the Duke of Edinburgh opens the Commonwealth Games at Perth, Western Australia, in November two Royal Navy submarines, based on Sydney, will be present together with six Royal Australian Navy ships.

The United Kingdom, Canada, Ceylon, Pakistan, India and New Zealand have been invited to send naval ships to Fremantle for the Games.



H.M.S. Belfast, paying-off pendant flying, leaving Guam on April 9. (Photo: U.S. Naval Air Station, Guam)

TUBORG top taste in lager

By appointment to the Royal Danish Court, the Royal Swedish Court and the Royal Greek Court

